

SECOND ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

STATE OF FLORIDA.

MARCH 1, 1899.

TALLAHASSEE, FLA.:
THE TALLAHASSEEAN BOOK AND JOB PRINT.
1899.

COMMISSIONERS.

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| R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner; | } July 1, 1897, to January 3, 1899. |
| HENRY E. DAY, Commissioner; | |
| JOHN M. BRYAN, Commissioner; | |
| JOHN L. NEELEY, JR., <i>Secretary</i> . | |

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| HENRY E. DAY, <i>Chairman</i> , Commissioner; | } New Term beginning January 3, 1899. |
| JOHN M. BRYAN, Commissioner; | |
| JOHN L. MORGAN, Commissioner; | |
| JOHN L. NEELEY, JR., <i>Secretary</i> . | |

Report of the Railroad Commission.

OFFICE OF THE RAILROAD COMMISSION,
STATE OF FLORIDA,
TALLAHASSEE, March 1, 1899.

To His Excellency, W. D. Bloxham, Governor of Florida:

Sir—In obedience to the requirements of Section 16 of the Act creating the Railroad Commission of Florida, we have the honor to submit this, the second annual report, of the transactions of this Commission during the past year.

AMENDMENTS.

From time to time various amendments to the Railroad Commission Law have occurred to us as necessary in order to increase the efficiency of the Commission.

In fixing rates and schedules, as provided for by section 8 of the law, it requires 60 days as the minimum time in which any change in rates or schedules, no matter how trivial, can be made effective, and, in addition to this, it is necessary that the full rate or schedule be published for four consecutive weeks in a newspaper of general State circulation; the cost of publication, in many instances, far exceeding the value or benefits of the changed rates and schedule. In many cases the railroad affected has accepted our rates without contest, and put them into force without the required notice and publication, but in a great many special changes that are resisted by the railroads, the benefits to be derived by the people are destroyed by the time necessary to put them into effect.

And the law should more fully define the powers of the Commission in requiring railroads to build depots for the accommodation of the public. While there have been but few complaints on this line, the Commissioners are in doubt as to the extent of their authority to enforce the construction of necessary depots. The citizens of Live Oak complained to the Commission of local passenger depot facilities in that city; after a correspondence covering several months of time,

the Florida Central and Peninsular and the Plant System managements have agreed to build a joint depot suitable to the needs of the community, the construction of which is now going on.

The same complaint as to freight and passenger depot is made by the citizens of LaCrosse, on the A. S. R. & G. Ry. The management of this road claims that the business handled by the company at that station will not warrant any further expenditure on their part at this time, and the law does not define our powers under such conditions, other than that we shall give notice for the building of such freight and passenger depot, etc.

We would also recommend that the law be so amended as to clearly define the right of the Commissioners to make rates and schedules governing freight and passenger traffic on steamboat lines. There are a number of these lines operating on the rivers and lakes within the State, as well as between points on the coast of Florida. The operators or managers of these steamboat lines deny the right of the Commission to regulate the rates and schedules of freight and passengers, even when the boats are owned and operated as a part of a railroad within the State. The Railroad Commission Law is not at all clear on this subject, and the Commissioners have deemed it inadvisable to enter into doubtful litigation, preferring to wait until the Legislature takes such action as in its judgment the case may demand.

The law should be so amended as to require all railroads and express companies doing business in the State to establish and maintain general offices in the State. This provision is absolutely essential, in order that the Commission may make such examinations as the law contemplates. The general offices of a number of the companies are without the State and beyond our jurisdiction.

FREIGHT RATES.

The impression is very general that the Commission has control over and can regulate rates of freight on shipments going out of or coming into the State. We have received a great many complaints of this kind from truck growers; the rates on their shipments to the various markets of the country are in many cases prohibitory. Particularly is this the case with late crops, and thousands of bushels of vegetables are allowed to decay in the fields because of excessive freight rates. The Commission has no jurisdiction over these rates, nor can the Interstate Commerce Commission aid in any way

until Congress gives them additional powers or restores such as have been nullified by recent decisions of the Federal Courts. These matters are fully discussed in the eleventh and twelfth annual reports of the Interstate Commerce Commission, and are public history. We respectfully recommend that the Legislature take such action as will impress upon Florida's representatives in Congress the necessity of giving hearty support to bills now pending in that body for strengthening the powers of the Interstate Commerce Commission.

The Commission order putting all roads under the same management or control, on a continuous mileage basis in rate making, has reduced merchandise or commodity rates 25 to 40 per cent. in a large part of the State, and complaints of excessive rates on this class of freights are comparatively few, except in cases where the roads have failed to comply with the rates prescribed by the Commission. In every failure of this kind brought to our attention, prompt restitution of overcharges and a compliance with our rules and rates has been ordered. Material reductions in local vegetable rates have been made (see Rate Issue No. 2, Appendix), which enables growers to ship to any point within the State at reasonable figures. Before this rate was made effective, the charges on this class of freight, even for short distances, was almost prohibitory.

COMPLAINTS OF PALATKA BOARD OF TRADE.

In the matter of complaints of unjust discrimination and violation of the rules and regulations of the Commission, made by the Palatka Board of Trade against the various railroads leading through that city, which were under consideration at the time of making our last annual report, final hearings of the cases were had, and the controversy satisfactorily settled by an equitable adjustment of the rates complained of, by which Palatka was placed on a parity with other commercial centers. This end was reached by liberal concessions on the part of the transportation lines, thus avoiding the necessity of a resort to the courts by the Commission. As there have been no further complaints during the year, we feel satisfied the settlement of this controversy, which has prevailed for several years, is alike satisfactory to the people and railroads.

EXPRESS COMPANY.

We continue to receive many complaints of excessive charges made by the Express Company. A large proportion of these complaints are from fruit and vegetable growers of rates charged on their shipments to Northern markets.

There is no question but that these industries suffer materially by the high rates of freight. Unfortunately, we cannot afford desired relief, as we have no jurisdiction or control over rates to points beyond the State. The Commission has been in almost constant correspondence with the traffic managers of the Southern Express Company, with a view to getting reductions in the rates complained of, and they have manifested a willingness to make concessions whenever it could be done without serious loss. They have recently made material reductions in vegetable rates to Eastern markets, by adopting a package rate instead of charging for actual weight. This reduction in many instances will amount to 25 per cent. on the rates formerly in effect. They have also adopted a local commodity rate named by the Commission, which is effective between all points within the State. This will enable fruit and vegetable growers to reach local markets with their products at reasonable rates. The Commission has failed to secure any reductions in either freight or express rates on strawberry shipments to Northern markets, and this special industry is threatened with total destruction because of the almost prohibitory rates now in effect. The acreage has been reduced fully 50 per cent. during the past year, and many growers assure us that they will be compelled to entirely abandon the business unless more equitable rates are given them. The Commission, failing to secure any concessions from the transportation lines, is preparing a complaint against the railroads for presentation to the Interstate Commerce Commission, but on account of the perishable nature of the commodity, growers are compelled to ship a large proportion of this crop by express, over whose rates the Interstate Commerce Commission has no jurisdiction or control, but we hope for a decision from the Commission favorable to the growers, as against the railroads, and that this will also bring reduced rates by express. This decision, however, cannot be expected for many months.

Early in 1898, Congress passed what is commonly known as the Revenue Law, which provides that a revenue stamp of the denomination of one cent shall be affixed to all bills of lading, etc. Immediately succeeding the enactment of this law, the complaints of shippers protesting against supplying this stamp on bills of lading issued by the Southern Express Company were filed for our consideration. In the meantime, however, the Railroad Commission of Georgia had promulgated an order requiring the company to furnish the stamp. The Express Company instituted proceedings to test

the legality of this order, and we concluded it best to await the decision of the courts in this case, (which will probably be handed down within the next thirty days), before taking further action in the premises.

PASSENGER RATES.

Perhaps the problem most serious and difficult of solution which has confronted us during the past year, has been the question of passenger rates.

When the Commission organized and made such an examination as was necessary, to enable them to proceed intelligently in the revision of rates, we were unanimous in the opinion that the passenger rates were comparatively reasonable and just, and with one or two slight exceptions they were undisturbed. While the rate applicable on the principal or trunk lines of the State was four cents a mile, there were certain privileges accorded, which, in our judgment, would, as a general proposition, reduce it to considerably less. The most important of these privileges or concessions was the mileage book, a ticket good for one thousand miles of travel at two and one-half cents per mile, which was very popular with those who were compelled to travel a great deal, and we were of the opinion that the standard rate of four cents per mile as effected by this and other specials would justify us in permitting them to remain as then existing. We therefore stated to the representatives of the railroads present at our meeting of the 25th of August, that the passenger rates would be permitted to continue as then effective, provided all specials of an indiscriminate character should remain in force, and that no changes, of any kind, should be made in the rates, without the authority of the Commission. To this proposition no one dissented, and we named four cents per mile in our Rate Issue No. 1 of November 1st, 1897. In January, of the following year rumor reached us of the withdrawal of the mileage book, the truth of which was confirmed by subsequent investigation. This action on the part of the railroad companies was not only a breach of faith, but increased the passenger rates to such an extent as to render them unfair and unjust, and necessarily required of us some action in the premises; accordingly, it was determined to take the matter up at a meeting which had been called for the 26th day of January. They protested at this meeting that they intended taking some action to the end of a mileage book, or a substitute therefor, but that it would require some time to enable them to prepare and submit for the consideration of the Commis-

sion a form which would protect them from scalpers, the pliance of whose traffic had rendered it necessary to withdraw the former book in order to protect their revenues. The matter was therefore carried over and taken up on the 10th day of March (when a meeting was called for the purpose of disposing of unfinished business). This extension seems to have been utilized to little purpose, the lines holding that they would require a greater amount of time. While we were perfectly willing to grant them all necessary time in which to prepare and submit such form as might relieve the situation, we fully appreciated that the public was suffering from an imposition, due, in our judgment, entirely to a breach of faith by the railroad companies, and action was demanded at the earliest possible date. In view of these facts, we agreed to grant such other time as we considered reasonable, but at the same time included in the order naming the extension, such a proviso as would enable the Commission to act in the absence of something more definite on the part of the railroads interested. The order issued was as follows:

"It is ordered that the railroad companies doing business in the State of Florida, shall, on or before the 5th day of April, A. D. 1898, at 4 o'clock p. m., show cause in writing to the Railroad Commission of said State, the same to be filed in its office at Tallahassee on or before said date and time, why the passenger rate of four cents per mile should not be reduced, either by the sale of mileage books, of one thousand miles, as heretofore, or in some other way." We entertained a hope that this would terminate the controversy, and that a mileage book or substitute would be submitted for the consideration of the Commission, which would serve the purpose of the former book, yet afford them protection against the ticket brokers. In this, however, we were disappointed, for on calling up the question on April 5th, as unfinished business, we were advised by the railroad people that they had no propositions to make, and requested that they be given forty-eight hours in which to present their reasons in writing why the fare should not be reduced to three cents per mile from four cents, as ordered. Thus the Commission found itself face to face with a problem which it had earnestly endeavored to avoid. Feeling that we were in no wise responsible for this state of affairs, we immediately began a consideration of the reports, monthly and annual, which had been submitted to this office, under oath, in connection with the arguments and responses to our order of the 10th of March to show cause on April 5th why the fare should

not be reduced to three cents per mile (*supra*). Each of the trunk lines affected by this order filed exhaustive arguments, which we give below:

Argument of the Florida Central and Peninsular Railroad Company, as presented by D. E. Maxwell, Second Vice-President and General Manager:

BEFORE THE RAILROAD COMMISSION OF THE
STATE OF FLORIDA.

In re their order to all of the railroads in Florida (including therein the Florida Central and Peninsular Railroad Company) of March 11, 1898, "to show cause in writing—
———why the passenger rate of four cents per mile should not be reduced, either by the sale of mileage books of 1,000 miles, as heretofore, or in some other way,"

Comes now the Florida Central and Peninsular Railroad Company, in response to said rule, and for itself says:

1. That recognizing its obligations in this answer to be that of a defendant in any cause to make answer before a court of competent jurisdiction, to any complaint properly brought against a defendant, it is not presented with any charge that it is guilty of any violation of law, or of any infringement upon the rights of any party in its existing passenger rates and regulations, and is not confronted with any parties, facts or figures showing or intending to show that its existing rate of four cents per mile is in any ways an excessive charge for passage on its trains, or given any reasons, nor is it advised that this Commission, sitting as a court, has been possessed of any such complaints supported by any such facts or evidences as would show or tend to show that there should be such reduction. It is therefore compelled to defend itself by this answer, showing that there are no valid reasons why its revenue should be curtailed and its passenger rates reduced, and it avers:

1. That the law does not require or permit this company's revenue to be compulsorily reduced to a non-paying basis, i. e., to a basis below the expenses of economical operation with fixed charges, to-wit, reasonable interest as return to owners upon proper cost of investment.

Under existing tariffs the earnings of this company, from all sources, are not in excess of such expenses and interests;

with its earnings are included all of its earnings from every source. It is an interstate road, operating its lines in the three states of South Carolina, Georgia and Florida.

Its total mileage operated is 940.75 miles.

Its total mileage operated in Florida is 692.82 miles.

Its total income is \$2,215,915.51, of which from passenger earnings is \$564,417.11. At least 40 per cent. of this last sum is the earnings of its divisions outside of Florida and upon its interstate passenger business. Incidentally, its freight and other earnings are 75 per cent, and more from its interstate business. And it is the earnings of the miles in Florida with which this Commission has the power, under the law, to deal. Since it is a fact that the separation of State from interstate earnings is not, in the case of this defendant, necessary to the support of its full and complete answer to the rule, we deal with the figures in gross, without emphasizing the settled law that earnings from interstate business are not to be considered in determining the reasonableness of a rate for State traffic.

The figures here used are embodied in reports to yourselves and to the Interstate Commission, and are accessible to you for verification. The items of fruit, vegetables, general merchandise, western produce, cotton, lumber, naval stores and phosphates, made three-fourths of freight earnings. Ordinary intelligence knows these to be wholly interstate traffic.

The value of the property, by any fair estimate, is ten to twelve million dollars. It is practically taxed on a valuation of seven millions dollars (while all other property, real and personal, is taxed at not more than 50 per cent. of its value).

| | |
|--|----------------|
| The gross expenses of operation are..... | \$1,586,742.42 |
| The taxes are..... | 100,000.00 |
| A reasonable interest on \$12,000,000 at 5 per ct. | 600,000.00 |

\$2,286,742.42

Out of gross earnings of \$2,215,915.51 stated differently, figures from same sources, in your own hands.

| | |
|--|-----------|
| Expense of operating per train mile..... | \$ 80,285 |
| Passenger earnings per train mile | 73,299 |
| Freight earnings per train mile | 153,289 |

Passengers are, at existing rates, carried at a loss. And where there is no margin for further losses, you cannot legally reduce that revenue.

It may be said that a reduced rate would increase travel and therefore increase revenue. This is not so. This road

has tried it, and it did not prove that there was much increase in numbers when the rate was three cents per mile, over the number at the four cent rate, and there was considerable loss of revenue. This arises from the sparsely settled country through which the lines pass. In Florida the population in relation to railroads is two and one-half times less than as in Georgia or any of the States of the South Atlantic group. If population makes the probability of increased patronage with us, the rate might well be in the same proportion, say $7\frac{1}{2}$ cents per mile.

Some contend that the uniform rate of three cents per mile would not be at the expense of revenue if all who traveled were required to pay that rate. The contention is not supported by the facts. To demonstrate:

Excursions are run at special times and on greatly reduced rates. These trains reach a class who would not otherwise travel. The poor are thus afforded pleasant outings and occasional visits to larger markets, that they would otherwise never have, and the line gets revenue it would otherwise never secure.

Educational, religious, military and other public associations are afforded special rates on limited trains. We think the public interest is thus promoted, and we are sure that our revenue is increased thereby. The rate is an inducement that in all such cases calls for results that would be less without the reduction. And so of the party, theatrical and other group tickets at reduced rates. We have the fact of actual experiment to overwhelm the contentions of the speculative on these points. There is the smallest amount of actual loss of revenue from free passes.

It is not seriously assumed that the court contemplates relief by the arbitrary restoration of the sale of the 1,000-mile tickets, and are inclined to be content with the statement that abuses in the system, by which revenues were grossly defrauded and the company deprived of its earnings, compelled the withdrawal of the tickets then being sold.

Policy, which the respondents think controls this question, and which, if it be correct, addresses itself to the carrier itself, prompts the lines to the serious consideration of some line of action on their part; that while it gives the passenger the benefits of the reasonable reductions and conveniences enjoyed by the honest holder of a mileage book, will

protect the legitimate revenues accruing to the company. And it is respectfully submitted that the solution of this question belongs to and should be relegated to the carrier.

D. E. MAXWELL,

Second Vice President and General Manager.
Jacksonville, Fla., April 6th, 1898.

Argument of the Plant System of Railways, as presented by
B. W. Wrenn, Passenger Traffic Manager:

Savannah, Florida and Western Railroad; Silver Springs,
Ocala and Gulf Railroad; Sanford and St. Petersburg
Railroad; Tampa and Thonotosassa Railroad; Florida
Southern Railroad; St. Johns and Lake Eustis Railroad:

Savannah, Ga., April 6th, 1898.

To the Railroad Commission, State of Florida, Tallahassee,
Fla:

Mr. Chairman and Gentlemen:—

Receipt of the following order is acknowledged.

“Tallahassee, March 11th, 1898.

“It is ordered that the railroad companies doing business in the State of Florida, shall on or before the 5th day of April, A. D., 1898, at 4 o'clock p. m., show cause in writing to the Railroad Commission of said State, the same to be filed in its office at Tallahassee on or before said date, and hour, why the passenger rate of four cents per mile should not be reduced either by the sale of mileage books of one thousand miles, as heretofore, or in some other way.

R. H. M. DAVIDSON,
Chairman,

H. E. DAY,
J. M. BRYAN,
Commissioners.

In response thereto, we respectfully file our protest against any reduction in passenger fares now in use.

The following statement of passenger earnings over the signature of our auditor of receipts for the year ending December 31st, 1897, shows amount of money received, and number of miles run by the trains; also amount received for each mile run.

TAMPA AND THONOTOSASSA RAILROAD—AC-
COUNTING DEPARTMENT—STATEMENT SHOW-
ING PASSENGER STATISTICS FOR THE YEAR
ENDING DECEMBER 31, 1897:

| MONTH. | Passenger Earnings. | Passenger Train Mileage. | Average Revenue Per Train Mile. |
|-----------------|------------------------|-----------------------------|------------------------------------|
| January | \$ 64 18 | 682 | 09 |
| February | 56 59 | 616 | 09 |
| March | 69 75 | 682 | 10 |
| April | 56 74 | 572 | 10 |
| May | 101 48 | 682 | 15 |
| June | 76 10 | 572 | 13 |
| July | 64 09 | 682 | 09 |
| August | 55 75 | 572 | 10 |
| September | 39 05 | 660 | 06 |
| October | 43 67 | 682 | 06 |
| November | 51 80 | 660 | 08 |
| December | 78 30 | 682 | 12 |
| Total | \$ 757 50 | 7,744 | 10 |

Savannah, Ga., April 4th, 1898.
Cost per train mile, 97 cents.

R. S. McIVER,
Auditor of Receipts.

SAVANNAH, FLORIDA AND WESTERN RAILWAY—
SOUTH FLORIDA DIVISION—ACCOUNTING DE-
PARTMENT—STATEMENT SHOWING PASSEN-
GER STATISTICS FOR THE YEAR ENDING DE-
CEMBER 31, 1897:

| MONTH. | Passenger Earnings. | Passenger Train Mileage. | Average Revenue Per Train Mile. |
|-----------------|------------------------|-----------------------------|------------------------------------|
| January | \$ 17,305 59 | 46,966 | 37 |
| February | 18,250 15 | 40,968 | 45 |
| March | 19,642 00 | 45,008 | 44 |
| April | 16,146 34 | 43,462 | 37 |
| May | 17,476 29 | 47,997 | 56 |
| June | 13,134 18 | 42,954 | 31 |
| July | 12,012 89 | 43,923 | 27 |
| August | 10,921 88 | 43,096 | 25 |
| September | 11,743 10 | 45,080 | 26 |
| October | 12,259 11 | 46,905 | 26 |
| November | 12,927 50 | 45,620 | 28 |
| December | 19,002 48 | 48,248 | 39 |
| Total | \$180,821 61 | 540,227 | 33 |

Savannah, Ga., April 4th, 1898.

Cost per train mile, 95.4 cents.

R. S. McIVER,
Auditor of Receipts.

SANFORD AND SAINT PETERSBURG RAILROAD—
ACCOUNTING DEPARTMENT — STATEMENT
SHOWING PASSENGER STATISTICS FOR THE
YEAR ENDING DECEMBER 31, 1897:

| MONTH. | Passenger Earnings. | Passenger Train Mileage. | Average Revenue Per Train Mile. |
|---------------------|------------------------|-----------------------------|------------------------------------|
| January | \$ 2,526 88 | 11,982 | 21c |
| February | 2,625 52 | 11,024 | 24c |
| March | 2,967 94 | 12,326 | 22c |
| April | 1,691 13 | 11,892 | 14c |
| May | 1,842 49 | 12,004 | 15c |
| June | 1,443 00 | 11,892 | 12c |
| July | 1,553 63 | 12,210 | 13c |
| August | 1,083 72 | 12,044 | 9c |
| September | 1,037 66 | 11,832 | 9c |
| October | 1,020 99 | 11,982 | 9c |
| November | 1,603 54 | 11,832 | 14c |
| December | 2,253 52 | 12,264 | 12c |
| Total | \$ 21,650 02 | 143,284 | 12c |

Savannah, Ga., April 4, 1898.

Cost per train mile, 73.5 cents.

R. S. McIVER,
Auditor of Receipts.

SILVER SPRINGS, OCALA AND GULF RAILROAD—
ACCOUNTING DEPARTMENT — STATEMENT
SHOWING PASSENGER STATISTICS FOR THE
YEAR ENDING DECEMBER 31, 1897:

| MONTH. | Passenger Earnings. | Passenger Train Mileage. | Average Revenue Per Train Mile. |
|-----------------|------------------------|-----------------------------|------------------------------------|
| January | \$ 1,598 42 | 5,678 | 28c |
| February | 1,133 30 | 5,096 | 22c |
| March | 1,679 91 | 5,374 | 31c |
| April | 1,423 72 | 5,188 | 27c |
| May | 1,692 92 | 5,378 | 32c |
| June | 1,391 71 | 5,878 | 24c |
| July | 1,558 10 | 5,481 | 28c |
| August | 1,279 48 | 6,415 | 20c |
| September | 1,420 08 | 7,202 | 20c |
| October | 1,257 49 | 7,423 | 17c |
| November | 1,656 49 | 7,306 | 23c |
| December | 2,321 31 | 7,569 | 31c |
| Total | \$ 18,412 93 | 73,988 | 25c |

Savannah, Ga., April 4th, 1898.
Cost per train mile, 89 cents.

R. S. McIVER,
Auditor of Receipts.

SAINT JOHNS AND LAKE EUSTIS RAILWAY—AC-
COUNTING DEPARTMENT—STATEMENT SHOW-
ING PASSENGER STATISTICS FOR THE YEAR
ENDING DECEMBER 31, 1897:

| MONTH. | Passenger Earnings. | Passenger Train Mileage. | Average Revenue Per Train Mile. |
|-----------------|------------------------|-----------------------------|------------------------------------|
| January | \$ 273 89 | 2,600 | 11c |
| February | 285 64 | 2,592 | 11c |
| March | 348 51 | 2,916 | 12c |
| April | 268 80 | 2,808 | 10c |
| May | 234 52 | 2,808 | 08c |
| June | 267 14 | 2,808 | 10c |
| July | 295 06 | 2,916 | 10c |
| August | 213 30 | 2,808 | 08c |
| September | 167 95 | 2,808 | 06c |
| October | 261 34 | 2,964 | 09c |
| November | 253 23 | 2,808 | 09c |
| December | 328 67 | 2,916 | 11c |
| Total | \$ 3,198 05 | 33,752 | 09c |

Savannah, Ga., April 4th, 1898.

Cost per train mile, \$1.11.

R. S. McQUEEN,
Auditor of Receipts.

FLORIDA SOUTHERN RAILROAD—PALATKA DIVISION—ACCOUNTING DEPARTMENT—STATEMENT SHOWING PASSENGER STATISTICS FOR THE YEAR ENDING DECEMBER 31, 1897:

| MONTH. | Passenger Earnings. | Passenger Train Mileage. | Average Revenue Per Train Mile. |
|-----------------|---------------------|--------------------------|---------------------------------|
| January | \$ 6,902 63 | 25,695 | 27c |
| February | 7,559 81 | 20,781 | 37c |
| March | 8,768 38 | 23,690 | 38c |
| April | 6,444 94 | 23,494 | 28c |
| May | 6,931 57 | 20,330 | 34c |
| June | 6,633 64 | 19,168 | 35c |
| July | 6,245 65 | 20,184 | 31c |
| August | 6,243 88 | 20,232 | 31c |
| September | 4,044 59 | 17,225 | 23c |
| October | 4,576 71 | 18,674 | 25c |
| November | 5,585 31 | 18,162 | 31c |
| December | 7,262 28 | 23,196 | 31c |
| Total | \$ 77,199 39 | 250,831 | 31c |

Savannah, Ga., April 4th, 1898.

Cost per train mile, 92 cents.

R. S. McIVER,
Auditor of Receipts.

FLORIDA SOUTHERN RAILROAD, CHARLOTTE
HARBOR DIVISION — ACCOUNTING DEPART-
MENT—STATEMENT SHOWING PASSENGER STA-
TISTICS FOR THE YEAR ENDING DECEMBER 31,
1897.

| MONTH. | Passenger Earnings. | Passenger Train Mileage. | Average Revenue Per Train Mile. |
|-----------------|------------------------|-----------------------------|------------------------------------|
| January | \$ 1,823 92 | 8,436 | 22c |
| February | 2,518 42 | 7,696 | 33c |
| March | 2,867 21 | 7,474 | 38c |
| April | 2,021 23 | 6,142 | 33c |
| May | 1,977 59 | 5,180 | 38c |
| June | 1,887 23 | 3,848 | 49c |
| July | 1,718 13 | 3,996 | 43c |
| August | 1,754 72 | 3,922 | 45c |
| September | 1,495 33 | 3,848 | 40c |
| October | 1,808 43 | 3,848 | 47c |
| November | 2,097 67 | 4,736 | 44c |
| December | 2,938 74 | 7,992 | 37c |
| Total | \$ 24,908 62 | 67,118 | 37c |

Savannah, Ga., April 4th, 1898.

Cost per train mile, 92 cents.

R. S. McIVER,
Auditor of Receipts.

Your attention is called to the following statement showing population of eleven different states, giving square miles in each, average population per square mile, total railroad mileage, average population to each mile of railroad, also average railroad mileage to each square mile:

| STATES. | Number of Square Miles. | Total Popu- lation 1890. | Average Population Per Square Mile. | Total Railroad Mile- age Dec. 31, 1896. | Average Population Each Mile Railroad. | Average Railroad Mileage to Each Square Mile. |
|-------------------|----------------------------|--------------------------------|--|--|---|--|
| Florida | 54,240 | 391,422 | 7.2 | 3,103 | 126 | .057 |
| Georgia | 58,980 | 1,837,353 | 31.1 | 5,286 | 348 | .09 |
| Alabama | 51,540 | 1,513,017 | 29.3 | 3,676 | 411 | .071 |
| South Carolina .. | 30,170 | 1,151,149 | 38.1 | 2,624 | 440 | .086 |
| Kentucky | 40,000 | 1,858,635 | 46.4 | 3,067 | 606 | .076 |
| Ohio | 40,760 | 3,672,316 | 90. | 8,775 | 418 | .215 |
| Indiana | 35,910 | 2,192,404 | 61. | 6,434 | 341 | .176 |
| New Jersey | 7,455 | 1,672,942 | 224.4 | 2,216 | 754 | .297 |
| Illinois | 56,000 | 3,826,351 | 68.3 | 10,712 | 357 | .191 |
| Pennsylvania ... | 44,985 | 5,258,014 | 117. | 9,790 | 537 | .218 |
| Tennessee | 41,750 | 1,767,518 | 42.3 | 3,136 | 563 | .075 |

It is proper to state that the lowest rate prevailing in any of the states named, is three cents per mile, while many roads charge as high as three and a quarter, four, and five cents per mile.

It will be observed that the State of Georgia has 31 people to the square mile; New Jersey 224; Pennsylvania 117; Tennessee 42; South Carolina 38; while Florida has only 7.

We claim that the present population of Florida does not justify any reduction of passenger fares. We also claim that the present rate applied to the business transacted, does not pay expenses.

We are called upon for reduced rates for ministers of the Gospel; Religious Conventions; Agricultural, Horticultural, and Floricultural Conventions; Military Encampments; Educational Conventions; Firemen Conventions; Tobacco Growers' Conventions; students of all classes of Colleges; reduced

rates for Government Officials and troops; and on many other occasions reduced rates are granted. We find it necessary also to give reduced rates to tourists and settlers, in order to attract the people from other states.

Rates used for the foregoing purposes, vary from one-half cent per mile to half regular rates.

We are also called upon for very low rates for Sunday School and Church Excursions, as well as annual meetings of the Confederate Veterans, and Grand Army Republic.

After deducting these reduced rates from the present local rate of four cents per mile, we find the average but little over two cents per mile.

Your attention is especially directed to the average revenue per train mile, received from our roads in Florida, which is as follows:

| | |
|--|----------|
| Sanford and St. Petersburg Railroad | 12 cents |
| Silver Springs, Ocala and Gulf Railroad | 25 cents |
| St. John's and Lake Eustis Railroad | 9 cents |
| Florida Southern Railroad (Palatka Div.) | 31 cents |
| Florida Southern Railroad (Charlotte Harbor Div.) .. | 37 cents |
| Tampa and Thonotosassa Railroad | 10 cents |
| Savannah, Florida and Western Ry. (Fla. Div.) | 33 cents |

or an average of 22 cents per mile, while the expenses per train mile as computed by our operating department is as follows:

| | |
|--|----------|
| Sanford and St. Petersburg Railroad | 73 cents |
| Silver Springs, Ocala and Gulf Railroad | 89 cents |
| St. John's and Lake Eustis Railroad | \$1.11 |
| Florida Southern Railroad (Palatka Div.) | 92 cents |
| Florida Southern Railroad (Charlotte Harbor Div.) .. | 92 cents |
| Tampa and Thonotosassa Railroad | 97 cents |
| Savannah, Florida and Western Ry. (Fla. Div.) | 94 cents |

or an average of 93 cents per mile. This shows a loss, after deducting the receipts from the expenses, of 70 cents per mile.

Your attention is called to reports of the Interstate Commerce Commission of 1896, on file in your office, which shows that the average cost of a train per mile is stated by them to be 93 cents.

In considering the reduction of passenger fares in the interest of any particular class of citizens, it would be well to know if the business man who secured reduced rates, will be able thereby, to give the citizens of Florida reduced rates in the sale of goods, or whether the savings from reduced rates

will be added to the profits of such business. Why should a business man be given a lower rate to go and sell goods to a farmer, than the farmer is given to go and buy his goods.

A reduction of passenger fares means a reduction of the wages of railroad employees. Reduction of wages means dissatisfaction, terminating oftentimes in strikes and riots.

A reduction of passenger fares means less and inferior train service.

The railroads of Florida are operated with competent employees in whose hands the traveling public is safe. The reduction of wages would naturally cause employees to seek employment in other states, where the population enables railroads to pay better wages.

If the travel in Florida could be increased, or if it justified a less rate than the present, the railroads would be quick to reduce their rates voluntarily.

Our present passenger earnings do not justify our running trains, except to comply with the demands of our charters.

We can only hope that the future may bring prosperity to our State, and when it comes that we may have such an increase in population and passenger travel as to justify a reduction in our fares. Until that time, we earnestly and respectfully protest against any reduction being made.

Respectfully Submitted,

B. W. WRENN,

Passenger Traffic Manager.

I believe the foregoing to be a correct presentation of the facts and respectfully ask careful consideration of same.

R. G. ERWIN, V.-P.

It will be noticed, however, that in his statement, Mr. Wrenn made no reference to express and mail earnings. His attention was directed to this, and in accordance with our order issued on the 15th of April he filed the following amendatory argument:

Amended argument of the Plant System of Railways, as presented by B. W. Wrenn, Passenger Traffic Manager:

Savannah, Florida and Western Railroad; Silver Springs, Ocala and Gulf Railroad; Sanford and St. Petersburg Railroad; St. Johns and Lake Eustis Railroad; Tampa and Thonotosassa Railroad; Florida Southern Railroad.

Savannah, Ga., April 19th, 1898.

To the Railroad Commission, State of Florida, Tallahassee, Fla.:

Mr Chairman and Gentlemen:—

Receipt of the following letter is hereby acknowledged:

“Tallahassee, April 15th, 1898.

Mr. B. W. Wrenn,

Passenger Traffic Manager, Plant System, Savannah, Ga.:

Dear Sir—I am instructed by the Commissioners to advise you that your argument against the reduction of passenger fares has been received. An examination shows that you failed to include mail and express earnings in the tabular statement. Will you send corrected sheets showing revenue derived from these sources?

Very truly yours,

JOHN L. NEELEY, Jr.,

Secretary.”

In reply to the above, we will say that while we do not think that the mail and express earnings should be considered in deciding the question of reducing passenger fares in Florida, we herewith submit a statement from our auditor, showing the earnings from passenger, mail and express service, of our Florida lines, for year ending December 31st, 1897. It will be observed from this statement that the revenue per train mile for the different roads, is as follows: (See table on next page.)

Savannah, Florida and Western Railroad(Florida

Division).....48.11 cents

Sanford and St. Petersburg Railroad27.20 cents

Florida Southern Railroad (Palatka Division)....50.55 cents

Florida Southern Railroad (Charlotte Harbor Division).....58.20 cents

Silver Springs, Ocala and Gulf Railroad.....40.16 cents

St. Johns and Lake Eustis Railway.....23.17 cents

Tampa and Thonotosassa Railroad.....10.27 cents

PLANT SYSTEM OF RAILWAYS.—ACCOUNTING DEPARTMENT.—STATEMENT SHOWING EARNINGS OF
FLORIDA LINES FROM PASSENGERS, MAILS AND EXPRESS FOR YEAR ENDING DEC. 31, 1897.

(Referred to in the amended argument on preceding page.)

| ROAD. | Earnings. | | | | Passenger Train Mileage | Revenue per Train Mile |
|-----------------------------------|--------------|-------------|-------------|--------------|----------------------------|---------------------------|
| | Passenger | Mail | Express | Total | | |
| S. F. & W. So., Fla. Div..... | \$180,821 61 | \$46,463 14 | \$32,653 52 | \$259,938 27 | 540,227 | 48.11 |
| Sanford and St. Petersburg R. R. | 21,650 02 | 10,026 12 | 7,099 70 | 38,775 84 | 143,284 | 27.20 |
| Fla. So. R. R., Palatka Div.... | 77,199 39 | 17,937 92 | 31,673 15 | 126,810 46 | 250,831 | 50.55 |
| Fla. So. R. R., C. H. Div..... | 24,908 62 | 5,782 00 | 8,368 99 | 39,059 61 | 67,118 | 58.20 |
| Silver Springs, O. & Gulf R. R... | 18,412 93 | 5,893 59 | 5,406 64 | 29,713 16 | 73,988 | 40.16 |
| St. Johns & Lake Eustis Ry.... | 3,198 05 | 2,162 06 | 2,460 19 | 7,820 30 | 33,752 | 23.17 |
| Tampa & Thonotosassa R. R.... | 757 50 | ..... | 37 95 | 795 45 | 7,744 | 10.27 |
| Total | \$326,948 12 | \$88,264 83 | \$87,700 14 | \$502,913 09 | 1,116,944 | 45.03 |

Savannah, Ga., April 18, 1898.

R. S. McIVER,
Auditor of Receipts.

Showing an average of 45.03 cents per train mile, while the expenses of running these trains, as shown by the report of our general superintendent, was 93 cents, which is confirmed by report of the Interstate Commerce Commission.

It is proper that I call your attention to the fact that any reduction of present passenger fares in Florida will be followed by a reduction in our train service, which of course carries with it less mail and express facilities. You are well aware that unless the products of Florida, such as fruits and vegetables, are furnished quick transit to the markets, that great loss will be entailed upon the citizens of our State.

Regarding the application of any particular class of business men for reduced rates, I am prompted to ask if your Honorable Commission does not think that reduced rates to the wealthier business houses is a discrimination against houses who are not able to use these reductions?

Respectfully submitted,

B. W. WRENN,

Passenger Traffic Manager.

Argument of the Florida East Coast Railway, as presented by J. R. Parrott, Vice President and General Manager:

April 4th, 1898.

To the Honorable Railroad Commission of the State of Florida:—

Gentlemen—In pursuance of your order of March 11th, 1898, to this company, with others, to show cause why it should not restore to use the mileage books which were in use prior to January, 1898, for passenger business, or why its passenger rates should not be otherwise reduced from four cents per mile, I respectfully call your attention to the following reasons, which, when carefully considered, I believe your honorable body will find sufficient in themselves to satisfy you that any reduction in our rates ought not, in justice, to be made.

I would ask you

First, to consider our present earnings, as set forth in the reports which have from time to time, as required by law, made to your honorable body.

Second, the scarcity of the population along our line of road.

Third, the character of our passenger travel.

Fourth, the uniqueness of our position.

Fifth, the result which would follow any reductions.

Sixth, the efforts we have made to build up this business.

And, finally, the development which we are undertaking to bring about.

1st. Our passenger earnings, with our freight, passenger and mail, constitute practically the earnings of the entire property, and, with the most economical management we have been able to give the property, these earnings have failed thus far to bring any profit to its owners.

In this connection I might ask the Commission to look at our expenses for 411 miles of road, and compare them with roads of similar mileage in the country. I say similar mileage, for you will find few, if any, with so small earnings per mile. We have no high paid officials; neither officers nor men are paid beyond what is reasonable and just. Employees operating this property are entitled to more compensation for their services whenever the shipper and patron gets a lower rate, and I say to you, as I have many times said to them, "We only want a fair living and then you and the shipper shall be better treated, but at the present time we are doing for you both more than our revenues will justify."

If the passenger earnings should seem excessive, the Commission, in considering them, should bear in mind that they, with the freight earnings, go to make up the largest part of the revenues of the property. Unlike most roads, we have no other sources of revenue worth considering. Freight traffic is by far more profitable than passenger traffic, because it can be handled with much less risk and expense. Until last year our passenger business far exceeded our freights. If the freight earnings were relatively larger, lower passenger rates might be considered. We venture to say that under such conditions, if they can be found elsewhere, no cheaper passenger rates exist.

Should we reduce our passenger earnings, we would have to ask for a corresponding increase in freight earnings, considering the fact that we are year by year operating our road at a loss. If it were not for the great desire we have of ultimately increasing our business, we would, and that with justice, now ask for an increase both of our passenger and freight rates. The law in any case permits us to earn a living at least, and that we are not doing even at existing rates.

In this connection it should be borne in mind that the location of our line as the beginning and end of travel renders our expenses much larger than those of many roads, and especially roads that form a part of a through line for interstate

business. Upon us falls all the cost of facilities for collecting, receiving, forwarding, distributing, and otherwise handling whatever comes to or goes from our territory.

Passenger rates under these circumstances can only be made smaller when freight earnings are relatively larger.

2d. The population of Florida per mile of road is very much less than that of States enjoying lower passenger rates. Not only is this true, but the population along the line of the Florida East Coast Railway is unusually small and scattered from one end of its line to the other. We are put to a very much greater expense in the handling of our passengers for this reason. We have some forty passenger stations, and with these, approximately, 100 flag stations. And in addition, more than 100 freight flag stations.

If our population was gathered in large communities where we had more passengers getting on and off at each place, the situation would present another phase; but the cost of handling passengers by reason of the fact that they are thus scattered from one end of the line to the other, is very much in excess of that which you will find in other States.

From Jacksonville to St. Augustine we have practically no villages; from St. Augustine to Ormond much the same condition, although we have a side line into Palatka, but not a direct line from Jacksonville. Between Ormond and Melbourne we have Daytona, New Smyrna, Titusville, Cocoa and Eau Gallie. These five towns have a population varying from 500 to 2,500. The distance between Ormond and Melbourne is, approximately, 100 miles.

In the next 100 miles we have only one small hamlet worth speaking of—Fort Pierce—with probably a population of 500. From Palm Beach to Miami practically nothing, and between all these places we have a large number of flag stations, where by stopping we benefit a few people only. In all the above the population is estimated, because we have not before us the exact figures.

3d. The travel which is denominated tourist comprises about 72 per cent. of our entire passenger business. This is largely through our interstate business. Incidentally I might say that this is about the percentage of our through freight traffic, as compared with the local. If we make a reduction generally over the line of the road, lines to the north of us, which create and control this tourist travel, will necessarily force us (as they have been trying to do for years) to make a lower round trip rate than the regular local

fare. Otherwise we must be deprived of this business. Through rates are based upon local rates.

If we did the same amount of local business upon our line as we get from tourist travel, and the call for reduction of rates came, in order to secure that business I am very frank to admit that the officials of the Florida East Coast line would accede to such a call gladly.

4th. Our position is unique from the fact that the principal owner of the property which we represent has created, through the building of hotels and other attractions costing several millions of dollars, almost this entire travel, which forms 72 per cent. of our entire passenger business. Without these attractions, and considering the disasters that have fallen so heavily on the State, these recent years, our road could not continue in operation at anything like the present rates.

The fact that hotels have been built, and have given employment to from two to three thousand people every winter, and bring in a large volume of business, should have some consideration; and you must know that these hotels cannot possibly pay the interest upon their first investment except as they are incidental and act as an inducement, helping create facilities for the accommodation of the winter tourist travel. The entire outlay of money along the East Coast, which alone has made present rates possible, must be taken into account in fixing either passenger or freight tariffs.

Our position is unique, again, because of the peculiar character of our traffic, which consists largely of the tourist and passenger business, and of new and untried perishable products in the freight traffic, and this cannot be said so fully of any other line in Florida. Our lines are cast in tropical Florida. We have as yet no old settled and self-supporting farming communities, and shipments of staple articles are small.

We are now spending large sums in colonizing and improving our farming lands. Instead of reaping revenues from such communities, we are yet asked to help support them, and are doing so. Our revenue is more largely experimental than can truthfully be said of any other transportation line.

5th. If the Commission should, in its fair judgment, deem it for the best interest of the State that these rates be reduced, I beg to ask that they will then consider who is going to be benefitted by such a reduction. Will it not be the tourist and stranger, and the traveler who can afford to pay the present rate? Any reduction which this Commission might

feel it was within its power to make would bring very little benefit to our regular patrons, shippers, and the home people along the line of our road.

Our local patrons who care to travel have been cared for year by year, on our own motion, by way of excursions at rates varying from three fourths of a cent to one and one-fourth of a cent per mile, as the situation and circumstances might warrant. This class of travel, which is thus induced to use the lower rate, would be obliged to stay at home at a higher rate, because such people could not afford to pay the large sum which they would be obliged to give in order to reach the market places and places of resort.

As I have said above, we have no large settlements along our line scattered every 50, 60 or 75 miles, where the patron of our line could go to carry on his business or trade, or whither he might go for pleasure, but he must travel the entire length of the line. A few might reply to you that they would travel if rates were slightly lower, but my judgment would be that they only think they would because they have not yet tried a lower rate.

6th. The cost of this property is before the Commission. In round numbers the railroad alone has cost something like seven million dollars. The other outlays equal or exceed the cost of the road. No expense has been spared in giving to the railroad service the best equipment and the most approved facilities that could be provided. The train service for eight months of the year is far beyond the demands and needs of the people, and yet in order that they may have mail service—in order that the single individual who may wish to travel upon any particular day may do so—we furnish a service which is as good, comparatively, for the dull months as for those in which business is good.

Prior to the introduction of our railroad along the East Coast, schooners, steamboats and mule wagons performed all the service the few inhabitants enjoyed. The time consumed in travel was lost upon the farm, and if time is of value, even in this country, we are asking very little of our shippers when we ask them to pay us at the rate of four cents per mile, if necessary, for this changed situation.

I have not before me such rates as were in existence prior to the opening up of the East Coast Line, upon passengers by schooner, steamboat, or wagon, but I have in mind one general proposition, and that is, that all rates have been practically reduced by half since the building of our line into the south country.

Take a specific freight rate with which I am familiar: Lumber, for instance, was, to West Palm Beach, prior to 1893, when the line was opened, \$66 per car. At the present time it is \$27.50. Often we have reduced rates of our own accord in order to assist and encourage the struggling new settler, a thing we shall be glad to continue to do whenever circumstances will permit.

The character of the service and the frequency of our stops to accommodate a single shipper or passenger, show the earnest desire we have to do our utmost for the full development of the country through which our road runs.

7th. The efforts we have made, and the contributions we have given in large deficits and otherwise every year in the past, have tended toward a fair development of this line; but the setbacks which have come to us year by year, either through frost, fever or legislation, have not permitted that true and healthy development which we had hoped for and honestly expected. Time alone can bring about, with proper and earnest efforts, the full development which we believe will come.

In fine, we have small earnings and such a scarcity of population that a reduction in the rates would not produce a corresponding increase in the revenues. We have, in the tourist travel and perishable freights, the most difficult classes of business to handle known to the common carrier, and those that require the highest general expenditure, therefore, for their handling. It is not stable. If it were, we might operate more economically. Disaster, gluts, and low prices come in rapid succession and cut our freight revenues in a week's time from the maximum to comparatively nothing. The tourist business never can be depended on, and at best it lasts but four months, while the rest of the year a large part of our necessary equipment must lie idle.

8th. Ours is comparatively a new property, calling for expenditures for development that an old established line has made and gotten beyond; and any attempt to reduce our rates, and so our revenues, would bring us to that point where we would be simply giving up more to the public than we are now and move us just that much further from having that which the law is supposed to guarantee us.

In managing this property we are here on the ground, and can know much better than others, who are not familiar with the local conditions, what the requirements of the people are from time to time. With the doors of every official open to our shippers and patrons, I believe they will get that which

is fairly and justly due them, if it be left with us, under the general guidance of your honorable body. There has been very little complaint that I know of, and little if any of it is, in my opinion, justifiable.

In this brief discussion I have given no consideration to the mileage book, because, while it is an independent question, it is calculated to benefit only a certain class, and would be in the nature of a discrimination; and for the further reason that it is so interwoven with the question of reduction that it is unnecessary to separate it from the general question. The fact that we have submitted to its ill effect in the past furnishes no argument for its restoration.

In the present crisis in this country, with the possibility of our revenues being greatly depleted by the results of a possible war, while the people along our line are requiring and expecting help in every public enterprise, and while our expenditures largely exceed our income, I respectfully submit that any reduction in passenger rates would result in disaster to all local interests. It would simply deprive us of the lawful right of collecting fair revenue from tourists and non-residents, which we now distribute for the benefit of our home people. It would be discouraging to us because we believe such action would be unwise and unjust, under all the circumstances stated.

I submit the matter, convinced that this honorable Commission will give it careful and unbiassed consideration.

Respectfully yours,

J. R. PARROTT,

Vice President and General Manager

As stated above, the cases presented by each line had our most careful consideration, in connection with reports filed in this office from month to month and annually, and we concluded the facts and circumstances warranted us in issuing the following order, dated June 14th, to become effective on July 18th, 1898:

State of Florida.

Office of the Railroad Commission,
Tallahassee, Fla., June 14th, 1898.

The following standard passenger tariff for the railroads doing business in the State of Florida is published for the information of all concerned and shall go into effect on the 18th day of July, A. D. 1898.

Full passenger fare shall be three (3) cents per mile, and half fare shall be one and one-half (1½) cents per mile on the following named railroads in said State, to-wit:

The Plant System of Railways.

Florida Central and Peninsular Railroad Company.

Florida East Coast Railway.

Pensacola and Atlantic Division of the Louisville and Nashville Railroad.

Pensacola Division of the Louisville and Nashville Railroad.

Georgia Southern and Florida Railway Company.

Jacksonville, Tampa and Key West Railway

Pensacola, Alabama and Tennessee Railroad Company.

Jacksonville and Atlantic Railroad.

And full passenger fare shall be four (4) cents per mile, and half fare shall be two (2) cents per mile on the following named railroads in said State, to-wit:

Atlantic, Suwanne River and Gulf Railway.

Gainesville and Gulf Railway Company.

Carrabelle, Tallahassee and Georgia Railway.

Atlantic and Western Branch of the Florida East Coast Railway.

Florida Midland Railroad.

Live Oak and Gulf Railroad Company.

Atlantic, Valdosta and Western.

Yellow River Railroad of Florida.

Adopted by the Commission this 14th day of June, A. D. 1898.

R. H. M. DAVIDSON, Chairman,

H. E. DAY,

J. M. BRYAN,

Commissioners.

On the 18th of July (the date when the order should have become effective), the following protests were placed on record, together with a request for a rehearing of the cause.

Protest of the Plant System, as presented by Erwin, Dubignon, Chisholm and Clay, general counsel, against the enforcement of the order dated June 14th, 1898:

To the Railroad Commission of the State of Florida:

The following lines of the Plant System of Railways, doing business within the State of Florida, namely, the Savannah, Florida and Western Railway, the Florida Southern Railway, the Sanford and St. Petersburg Railroad, the Silver Springs,

Ocala and Gulf Railroad, the St. Johns and Lake Eustis Railroad, and the Tampa and Thonotosassa Railroad, hereby place on record their protest against the reduction of passenger rates which the Railroad Commission of the State of Florida, on the 14th day of June, 1898, ordered to become effective on the 18th day of July, 1898.

And the said lines say that the said rates are too low to enable them to earn a reasonable compensation for the use of their property, and that they are thereby deprived of their property without due process of law, and are denied the equal protection of the laws in violation of the Constitution of the United States.

EDWIN DU BIGNON, CHISHOLM & CLAY,
General Counsel, Plant System of Railways.

Protest of the Florida Central and Peninsular Railroad, as presented by John A. Henderson, Vice President and general counsel, against the enforcement of the order dated June 14th, 1898:

Tallahassee, Fla., July 14th, 1898.

To the Honorables, the Railroad Commissioners of the State of Florida:

Comes now the Florida Central and Peninsular Railroad Company, by its Vice President and General Counsel, and hereby enters its earnest protest against the enforcement of the uniform rate of three cents per mile upon its passenger traffic in the State of Florida under order promulgated June 14th, 1898, to be effective July 18th, 1893, and protests and avers that the same is not a reasonable and adequate compensation for the carriage of passengers, and that its effect will be to reduce the earnings of the said company below the sum sufficient to pay its economical operating expenses and fixed charges. That said reduction is not justified by any consideration of the interest of either the said railroad company or its passengers.

Respectfully submitted,

FLORIDA CENTRAL & PENINSULAR RAILROAD CO.,

By John A. Henderson,
Vice President and General Counsel.

Protest of the Louisville and Nashville Railroad, as presented by W. A. Blunt, District Attorney, against the enforcement of the order of June 14th, 1898:

Pensacola, Fla., July 25th, 1898.

To the Honorable R. H. M. Davison, H. E. Day and Milton Bryan, Railroad Commissioners, State of Florida:

Gentlemen—The undersigned, the Louisville and Nashville Railroad Company, respectfully represents unto your honorable body that the reduction of the passenger rate per mile per passenger upon the Pensacola and Atlantic Division of the Louisville and Nashville Railroad Company heretofore ordered by your honorable body, and by such order to become operative on the 18th of July, 1898, should not be enforced, because:

1. The operation of said division under and in accordance with such order at the passenger rate therein fixed, will fail to produce income for said division from all sources sufficient to pay the operating expenses and taxes, together with necessary outlays for repairs of said division.

2. That such operation will fail to produce income for said division from all sources sufficient to pay the operating expenses, taxes, necessary outlays for repairs of said division, and interest upon its bonded debt.

3. That such operation will fail to produce income from said division from all sources sufficient to pay the operating expenses and taxes, necessary outlays for repairs of said division, interest upon its bonded indebtedness, and a reasonable compensation to the holders of stock of said division.

4. That such operation will result in the confiscation of the property of this petitioner, to-wit, the said division, without due process of law and in violation of the Constitution of the United States.

5. That said order was made by your honorable body without notification to your petitioner that any changes in its said passenger rates would be made, and without an opportunity to it to show cause why the said order should not be made, and your petitioner believes that had such an opportunity been given, it would have been able to produce to your honorable body argument and data sufficient to have shown the reasonableness and justness of its present passenger rates, and to have prevented the making of said order.

For the reasons aforesaid your petitioner respectfully, but

firmly, protests against the enforcement of the said order, as being against justice to your petitioner and in violation of its legal rights.

THE LOUISVILLE & NASHVILLE RAILROAD COMPANY,

By W. A. Blount,
District Attorney.

John A. Henderson, attorney for the purpose, for the Plant System of Railways, Louisville and Nashville Railroad in Florida, the Florida East Coast Railway, and the Florida Central and Peninsular Railroad, under date of July 19th, 1898, filed the following petition for a rehearing of the cause:

Petition of the Plant System of Railways, the Louisville and Nashville Railroad Company in Florida, the Florida East Coast Railway, and the Florida Central and Peninsular Railroad Company, for a rehearing:

Tallahassee, Fla., July 14th, 1898.

To the Honorables, the Railroad Commissioners of the State of Florida:

Comes now John A. Henderson, Vice President and General Counsel of the Florida Central and Peninsular Railroad Company, acting for said railroad company, and by request, for the Plant System, Florida East Coast Line and Pensacola and Atlantic Division of the Louisville and Nashville Railroad Company, and respectfully requests this honorable Commission for a rehearing upon the question of the reduction of passenger rates, and says that the several lines have additional and weighty reasons to present why the same should not be reduced, and among others is the consideration of the effect of said reduction on their transportation of troops for the United States army and the effect of the reduction of said rates upon the proportions received by said companies from tickets sold foreign. To illustrate: The Florida Central and Peninsular Railroad Company and Pensacola and Atlantic Railroad Company are land grant roads, whose maximum charge for the carriage of troops is limited to 50 per cent. of their tariff rate, and this makes the rate for the several companies. The forced reduction from two cents to one and one-half cents destroys all profit from such carriage, and in fact forces the lines to carry at a loss. This reduction, if made, will be taken advantage of by lines North to force down the

rates on foreign tickets. This and other considerations not heretofore presented to the Commission they desire to present when the Commission shall direct.

On behalf of the Pensacola and Atlantic Division of the Louisville and Nashville Railroad Company, I am instructed further to present that they have not been heard upon the question of the reduction of their rates; but, upon the contrary, have been notified that it was not necessary for them to appear and answer the general notice.

It is respectfully submitted that these cogent and weighty reasons are entitled to the deliberate consideration of your board before the said rate is made effective, and in their behalf, it is asked that they be given by this Commission to a reasonably early day for such hearing, and that in the meantime, the order to take effect on the 18th be held in abeyance.

Respectfully Submitted,

JOHN A. HENDERSON,

Vice President and General Counsel of Florida Central and Peninsular Railroad Company.

On the 20th of July the Commission rendered a decision denying the request and dismissing the petition.

In the meantime, however, information had reached us that our order of the 14th of June was not being complied with, but railroad companies affected continued to apply rates which existed prior to the order. Section 12 of the Railroad Commission Law provides:

"If any railroad company doing business in this State by its agents or employes shall be guilty of a violation or disregard of any of the rates, schedules or rules and regulations provided and prescribed by said Commissioners, and if after due notice of such violation or disregard served on any general or local agent thereof, ample and full recompense for the wrong or injury done thereby to any person or corporation, as may be directed by the said Commissioners, shall not be made within 30 days from the time of such notice, or shall neglect or refuse to comply with any rates, schedules or regulations so violated, or shall neglect or refuse to desist from the violation thereof, after notice as aforesaid, such company shall incur a penalty for each offense of not less than one hundred dollars and not more than five thousand dollars, to be recovered by an action in the name of the State of Florida, which shall lie in any county in the State where such violation or disregard has occurred. The Commission-

ers shall institute such action through the Attorney-General or State Attorney, or by special counsel employed by the Commissioners, the fees of which special counsel shall be fixed by the Commissioners as may seem to them reasonable and just."

After consultation with the Attorney-General, we concluded this to be the most effective method we could employ to secure prompt and effective action in the courts. Accordingly we secured such evidence as was necessary upon which to base a claim for overcharge, and under date of August 23d we made a claim in the following form, in favor of Ed. L. Greer, Lake City, Fla., vs. the Florida Central and Peninsular Railroad:

August 8th, 1898.

| | |
|---|---|
| Ed. L. Greer | } |
| vs. | |
| Florida Central and Peninsular Railroad Company. | |

Overcharge on Ticket Lake City to Live Oak.

From the complaint of Ed. L. Greer, of Lake City, Fla., now on file in this office, it appears that the agent of the Florida Central and Peninsular Railroad Company, at Lake City, in the county of Columbia, in said State, did on the 29th day of July, 1898, demand and receive of said complainant, Ed. L. Greer for said Florida Central and Peninsular Railroad Company, for the transportation of said Ed. L. Greer, as a passenger from Lake City to Live Oak, two stations on said Florida Central and Peninsular Railroad, the sum of ninety (90) cents, which is an overcharge of twenty-four (24) cents.

Take notice, that this is a violation of the rule and regulation prescribed by the Railroad Commission of Florida for the transportation of passengers on said Florida Central and Peninsular Railroad, and said Florida Central and Peninsular Railroad Company is required to refund to the said Ed. L. Greer said overcharge of twenty-four (24) cents within thirty days from the time of the receipt of this notice.

By order of the Commission,

JOHN L. NEELEY, JR.,
Secretary.

Claims were subsequently made against other lines, and at the expiration of the time allowed under the law, they were paid. We had anticipated no such action on the part of the railroad companies; but, acting in accordance with what we deemed to be the best interest of all concerned, we immediately published the fact that prompt demands would be made for the refund of all claims filed with us for overcharges in passenger rates. The alacrity with which this suggestion was acted upon is amply attested by the fact that over 1,000 of these claims were received and filed within the ensuing ninety days.

In the meantime the Florida East Coast Railway signified to the Commission a desire to appear before them and make further argument with a view to having the order of June 14th rescinded so far as it applied to their line. The petition was granted, and on the 3d of September Mr. J. R. Parrott, Vice-President and General Counsel, presented in writing the argument of this company. This argument, thorough and complete, presented the case of the Florida East Coast Railway different to any before, and we felt was entitled to careful consideration. The argument is recorded as follows:

Argument of the Florida East Coast Railway, presented by J. R. Parrott, Vice-President and General Manager, in support of request to annul order of June 14th, so far as it applied to that company:

Jacksonville, Fla., September 3d, 1898.

Hon. R. H. M. Davidson, Chairman, Tallahassee, Fla.:

Dear Sir—In the minds of some of the members of your honorable Board there seems to be a question as to the capitalization of the Florida East Coast Railway Company.

I want to assure you that of the \$7,200,000 represented by the capitalization of this property every dollar has been put into it in cash. In other words, this \$7,200,000 represents the actual cost of the property on the 30th day of June, 1897. I say this approximately, because it may vary a few hundred dollars either way, but this sum is the actual cash cost to the owners of the property.

Since that time our floating indebtedness has increased somewhere in the neighborhood of \$260,000.

Of the capital, \$6,200,000 has been funded by bonds. We made a mortgage of \$7,200,000 on the property, but only is—

sued up to September 1st, 1897, \$6,200,000. In order that we might have something for development, extension, and necessary improvements, this amount of bonds was deemed necessary.

The purchasers of the bonds also consented for the first three years of the bonds to take 3 per cent.; for the two years thereafter, 4 per cent., and 5 per cent. beginning with the fifth year. This is an exceedingly low rate of interest, and is made so in order that there may be a greater possibility of the payment of the interest, and also to allow some margin, if possible, for us to earn something with which to pay for necessary improvements, development and renewals, and to give us an opportunity, if possible, to have some sort of a fund with which we might operate without having to be borrowing money for that purpose all the time.

In addition to the \$186,000 worth of interest we have, then, the floating indebtedness, running at the rate of 5 per cent., which amounts to, approximately, about \$13,000 per annum; taxes, which last year were \$48,000, State, County and Municipal, and the interest on our terminal property at Jacksonville, which is a fixed charge and not covered by the operating expenses of the terminals, of \$7,916, making, approximately, a fixed charge of \$255,000 per annum. These fixed interest charges, with the growth of the property and with the increase in taxation, will naturally increase rather than decrease. This will follow from the necessities of the property in renewals, in additional equipment and betterments made necessary by the growth and development of the business.

It is an easy matter to say that this property can be built for \$10,000 per mile; but I say to you that this property has been built economically, and every dollar represented by its capitalization has been put into it, and that we have many betterments and improvements in the property, necessary for its operation, that could not and would not be covered by any figures thought of or suggested by your honorable Board. I doubt, for instance, if you could secure such terminal facilities as we have, and enjoy, at Jacksonville under half a million to one million dollars, if we had to go out into the market and purchase them alone. I doubt, for instance, if you could secure a terminal such as we have and enjoy at Miami for \$150,000 to \$200,000. I doubt, for instance, if you could secure such shop facilities as we have on the line of our road within the limits of your ten or twelve thousand dollars per mile.

Last year we were taxed on our entire gross earnings by State, Municipal and County, 6 per cent. Our lands are a greater expense to us every year in matters of taxes than we have ever received from them. The Florida East Coast Railway Company has never yet received an acre of land from the State under its general or special grants. Two or three of the roads which form a part of the system had small grants when we purchased the properties, and we have been paying taxes on them without receiving much for them ever since.

The lands in general held by the railroads in the State pay the State in taxes much more than the roads get out of them, in my opinion. There is only one advantage to the roads holding them, and that is that they have them for development purposes, if development shall be possible.

These figures which I have given you are approximate. I would not undertake to make them absolute without going over them carefully with the Auditor; but they will serve, I am sure, all your purposes, and I trust when you look at our earnings as they have been given you from time to time, sworn to by our Auditor and myself, correct in every detail, and bear in mind that you will reduce our revenues by this proposed reduction about 12 and $\frac{1}{2}$ per cent. of our entire gross earnings or 25 per cent. of our passenger earnings, that the justice of our situation will appeal to you strongly.

We have tried to meet the Commission at every point up to this time in a spirit of fairness and to deal with them without friction. Sometimes this has meant a loss of revenue to ourselves, which we have borne patiently, but with our extreme desire for the development of the properties, the lands, and territory through which we run, we feel that to ask the owners of this property to put their hands in their pockets and make up further losses, especially when the people of the State are not suffering and over 70 per cent. of our passenger business comes from north of the State line, is a hardship. The owners of this property have spent large sums of money upon which they are getting no return, in order that this passenger business might be created and that the patrons of the property might have a benefit therefrom.

I say to you frankly that if it were not for the creation of this business, which has been brought about by such a considerable investment, to-wit: for hotels, the passenger business at 10 cents per mile would not be remunerative upon this property.

Very truly yours, J. R. PARROTT,
Vice-President and General Manager.

Pursuant to the above the Florida East Coast Railway, by J. P. Beckwith, its Traffic Manager, filed the following petition:

Petition of J. P. Beckwith, Traffic Manager, submitted on behalf of the Florida East Coast Railway Company.

Jacksonville, Fla., Nov. 26th, 1898.

Hon. H. E. Dav.

Hon. J. M. Bryan,

Hon. R. H. M. Davidson.

Commissioners, Tallahassee, Fla.

Gentlemen—The Florida East Coast Railway Company beg to petition your honorable body to authorize for its use the rates as given in local passenger tariff No. 10 (copy on file with you) for the sale of one-way tickets between all points, and a rate of six cents per mile in accordance with circular No. 98-2228 attached for the sale of round-trip tickets, five days' limit, between all local stations, excepting to and from Jacksonville, St. Augustine and Palatka, and to so modify your order of June 14th, 1898, as to make this a compliance therewith as to this company. In making the exceptions for the use of these round-trip rates to and from Jacksonville, St. Augustine and Palatka, these rates are covered by the Winter Tourist Rate Sheet attached. We make this request as a protection against scalpers at these points. At other points on this line, there being no scalpers we are not subjected to a possible loss in revenue on account of manipulation of tickets by them.

If you can consistently grant this petition we believe that it may establish just and equitable rates for the use of this line and with that end in view we are willing to give it a fair trial.

Very respectfully,

J. P. BECKWITH,

Traffic Manager.

This was the first proposition to be submitted by any line since the origin of the controversy and we were favorably impressed with it. It served the double purpose of protecting the revenues of the railroad companies on through tickets and yet granted to the patrons of the line a rate of three cents per mile to enable them to visit such points as they might desire for the purpose of transacting business. We therefore took the petition under consideration in con-

nection with reports, monthly and annual, together with the protests, arguments and petitions presented before and since the 14th day of June, but reserved decision thereon.

The discontinuance by the railroad companies of the payment of claims for overcharge in passenger rates rendered it necessary for the Commission to take some action to the end of a contest before the courts; but it was concluded to call the question at a meeting to be held on the 9th day of January, A. D., 1899, in the hope that the railroads might have some proposition to advance as a solution of the problem outside of the courts. Again the Commissioners were requested to postpone action until the 25th, in order that the lines at interest might prepare and submit certain propositions for their consideration. This request was complied with, on condition that no further time should be asked.

At this meeting Fred T. Myers, on behalf of the Carrabelle, Tallahassee and Georgia Railroad Company, filed with the Commissioners the following petition on which decisions was reserved:

Petition of the Carrabelle, Tallahassee and Georgia Railroad Company for withdrawal of order of the 14th of June, so far as it applied to that company:

To the Honorable Railroad Commission of the State of Florida:

The Carrabelle, Tallahassee and Georgia Railroad Company, in respectful protestation against the reduction by the Commission of the passenger rate over its line from five cents per mile to four cents per mile, under the general order of the Commission of June 14th, 1898, submits the following:

This road was opened for business in the early part of the year 1894, and in no one year since that time has its earnings been sufficient to meet its operating expenses. The company submits herewith as exhibit A (see statement "A" following) a statement of its annual earnings and expenses, from July 1st, 1894, to July 1st, 1898. The expenses represented by the figures shown in this statement are upon a basis of as economical an administration and management of the affairs and business of the company as is consistent with the care and safety for property and persons transported over the line that are required of common carriers. They include no excessive salaries, nor the purchase of any new equipment, but only such absolute expenses as are

incident to operating the road, and keeping the property in a safe condition. These figures show that the road has been operated at an annual loss of from a maximum amount (in round numbers) of \$23,000, in the year ending June 30th, 1895, to a minimum amount of \$9,000 in the year ending June 30th, 1898.

The company also submits herewith as Exhibit B (see statement "B" following) a comparative statement of the number of passengers transported over its line, and the sum received for such transportation, during the months of July, August, September, October and November, of the year 1897, and during the same months of the year 1898. This statement shows a falling off in the year 1898, for the five months named, in the number of passengers, of 2,627, and a falling off in the revenue derived from the carriage of passengers of \$503.13.

The company feels confident that the Honorable Commission cannot fail to be impressed by these figures.

The company also submits that its line was constructed through a very sparsely settled country, and that there has been but little increase in the population tributary to the road since its opening. That the gradual increase in its earnings, from year to year, has not been due to any marked increase in passenger traffic, but largely to freights arising from the shipment of naval stores, the manufacture of which, in this locality, the company was in a great degree instrumental in establishing, but which, from the nature of the business, must shortly reach its maximum, and then begin to fall off, and finally completely fail.

In view of these facts, and the additional fact that its line is a short one, and the amount received for passage over its entire length from each individual, even at the rate of five cents per mile, is necessarily small, the company submits that a rate which reduces its earnings from this source 20 per cent. is not the reasonable and just rate contemplated by the act under which this Honorable Commission is operating.

Your petitioner therefore prays that the Honorable Commission may give this matter further consideration in the light of the facts submitted, and that the passenger rate of five cents per mile may be restored.

And your petitioner will ever pray, etc.

FRED T. MYERS,
Atty. for Petitioner.

STATEMENT "A."
EARNINGS AND EXPENSES OF RAILROAD.

Year ending June 30th, 1895—

| | |
|----------------|-------------|
| Earnings | \$31,914 25 |
| Expenses | 54,982 24 |
| Deficit..... | \$23,067 99 |

Year ending June 30th, 1896—

| | |
|----------------|-------------|
| Earnings | \$33,387 07 |
| Expenses | 54,336 45 |
| Deficit | \$20,949 38 |

Year ending June 30th, 1897—

| | |
|------------------|-------------|
| Earnings.. | \$37,348 47 |
| Expenses | 48,243 60 |
| Deficit | \$10,895 13 |

Year ending June 30th, 1898—

| | |
|----------------|-------------|
| Earnings | \$42,313 98 |
| Expenses | 51,416 27 |
| Deficit | 9,102 29 |

STATEMENT "B."
COMPARATIVE STATEMENT, PASSENGER EARNINGS, JULY 1 TO DECEMBER 1, 1897 AND 1898.

| MONTH. | 1897. | | 1898. | | Increase No. Passengers. | Decrease No. Passengers. | Increase in Revenue. | Decrease in Revenue. |
|--|--------------------|--------------------|--------------------|--------------------|--------------------------|--------------------------|----------------------|----------------------|
| | Number Passengers. | Passenger Revenue. | Number Passengers. | Passenger Revenue. | | | | |
| July | 1,827 | \$1,334 97 | 883 | \$1,038 26 | ..... | 944 | ..... | \$296 71 |
| August | 1,499 | 1,283 31 | 625 | 1,157 49 | ..... | 874 | ..... | 125 82 |
| September | 1,246 | 1,002 06 | 710 | 887 12 | ..... | 536 | ..... | 114 94 |
| October | 868 | 942 95 | 787 | 1,006 15 | ..... | 81 | \$63 20 | ..... |
| November | 1,025 | 978 18 | 833 | 947 32 | ..... | 192 | ..... | 30 86 |
| Totals..... | 6,465 | \$5,541 47 | 3,838 | \$5,036 34 | ..... | 2,627 | \$63 20 | \$568 33 |
| Decrease in number passengers in 1898..... | | | | | | | | 2,627 |
| Decrease in revenue in 1898..... | | | | | | | | \$505.13 |

F. W. ARMSTRONG,
Auditor.

State of Florida, }
 County of Leon. }

S. D. Chittenden, being duly sworn, says that he is the General Manager of the Carrabelle, Tallahassee and Georgia Railroad Company; that the allegations of the foregoing petition are true, and that the statements accompanying said petition are made up from the books of the company and give the true and exact state of its business in the respects mentioned for the period covered by them.

S. D. CHITTENDON,
 Gen'l Mgr.

Sworn to and subscribed before me this 7th of January,
 A. D. 1899.

FRANK P. DAMON,
 Notary Public for the State at Large.

At this stage of the proceedings we deemed it advisable to call in consultation the Attorney General and in response to a series of questions the following opinion was given:

Opinion of the Attorney General in Passenger Rate question:

Can the State proceed, legally, against one railroad for violating Commissioners order regulating passenger fares, or must they include all the roads who have and are now violating the order? Can they not reconsider their order and exempt some of the roads or branch lines of the various roads?

Must action be brought before Supreme Court or before a Circuit Court in the county in which offense was committed, and who will be proper person to represent the State if Circuit Courts are the ones to hear and determine the cases?

Should we bring action to recover the overcharges in special cases of which we have evidence, or for persisting in the violation of our rule, or both, and if both can we make separate cases of them?

Can suit for violation of rules be brought before Supreme Court?

Is it necessary to have expert examination of books of railroads to ascertain when we can reduce freight or passenger rates?

To what extent is the Florida Railroad Commission affected by the United States Supreme Court decisions, notably the

Nebraska maximum rate case, decided March 7, 1898, and Southern Pacific Railroad vs. Railroad Commission of California? Does the burden rest on the Commission to show that its rates and rules are reasonable and just, and must they only consider the purely local traffic of each road in estimating its earnings in order to arrive at reasonable rates, not considering the State or pro rata earnings in the State on interstate business?

Tallahassee, Fla., January 24, 1899.

To the Honorable Board of Railroad Commissioners:

Dear Sirs—I answer your inquiries in the order propounded.

1. Any and all roads violating your passenger rates can be proceeded against for such violation. If a particular rate is unreasonable or unjust as to a particular line of road, then I should think you can change same. The branch line is part of the main system of railroad and the passenger rate on same is to be considered together with rates on main line and the question is do the two together constitute just and reasonable rates for said line or lines of railroad.

2. All suits for a violation of a passenger or freight rate fixed by your Board should be brought in the Circuit Court. For violation of your rules relating to ministerial duties, then generally a railroad may be proceeded against in the Supreme Court, and usually by mandamus.

You may institute all actions or suits either by the Attorney General, State Attorney or by special counsel. The selection of the person or persons to institute such suits, etc., is within the discretion of the Railroad Commissioners; made so by law.

3. The answers to first and second inquiries also answers your third inquiry as to what courts suits are to be instituted in, and what suits may be brought.

4. You need not have expert examination of the books of railroad companies in fixing their rates, if you can say from other proper evidence before you that the rates you prescribe for the railroad are just and reasonable. That is the vital question you are to determine in fixing rates. Of such reasonableness and justness you must be satisfied in fixing same; that is the duty imposed upon you by the law. No doubt examination of the books of an railroad company would be the best evidence on which to base rates.

5. "6. When a State undertakes to prescribe maximum rates on local business done by an interstate carrier, it must

do so with reference exclusively to what is just and reasonable as between the carrier and the public in respect of domestic business alone; and interstate business cannot be made to bear losses resulting from the rates prescribed for local business." (Headnote.)

Smith vs. Ames, above decided in the United States Supreme Court, March 7th, 1898. This answers part of your inquiry and as to the other inquiry will state that the law makes your rates prima facie reasonable and just. If a contention is made that they are not so, then such contention must be supported by proof to overthrow the effect given to your rates by law.

Very truly yours,

W. B. LAMAR,
Attorney General.

The propositions which the railroad companies had requested time in which to prepare and submit for the consideration of the Commission was filed under date of January 25th in the form of a resolution passed at a meeting held in Jacksonville and was as follows:

Resolutions passed at meeting of Railroad Companies for consideration by Commissioners:

At a meeting of the Florida railroads, held at Jacksonville, Fla., this, the twenty-fourth (24) day of January, 1899, the following resolution was offered and unanimously adopted by all lines present.

Representatives in attendance were:

Florida Central and Peninsular—Col. Jno. A. Henderson, First V. P.; Capt. A. O. MacDonell, G. P. A.; Mr. L. A. Shipman, A. G. P. A.

Louisville and Nashville Railroad—Col. C. P. Atmore, G. P. A.; Mr. W. A. Blount, Judge Baxter.

Georgia Southern and Florida Railroad—Mr. G. A. MacDonald, G. P. A.

Jacksonville, Tampa and Key West—Maj. Jos. H. Durkee, Receiver; Mr. G. D. Ackerly, G. P. A.; Mr. E. P. Axtell, Attorney; Mr. W. B. Coffin, Genl. Supt.

Plant System—Col. B. W. Wrenn, P. T. M.; Mr. Jno. E. Hartridge, Attorney.

Florida East Coast Railway—Mr. J. R. Parrott, V. P. and G. M.; Mr. J. P. Beckwith, T. M.

Responding to the request of the Honorable Railroad Com-

missioners of Florida, made upon the several lines of railroad in Florida, at their meeting on the 9th and 10th inst., that they will advise the Commission on the 25th inst., upon the several propositions submitted for consideration, it is by us

Resolved, That the several lines, each for itself, earnestly and strenuously unite, as they have heretofore united and shown that the rates of transportation for passengers in force prior to the reduction ordered by the Commission, were of themselves insufficient for the operation of their respective lines, taken in connection with all their earnings from the several sources; and do hereby solemnly and vigorously protest that the reductions in rates as made, were not justified by the evidence before the Commission, and were not reasonable or just to the several lines; and that the same should be restored to the rates in prior force. It is further

Resolved, That the roads are, and they hereby express their willingness in a spirit of concession, and actuated only by an earnest desire to avoid the expense and other emergencies of litigation, to undertake, and for a sufficient period to show results, to maintain each for itself, according to its own intents as it may appear, one or both as suggested, of the equivalent of a system for the travel of 1,000 miles at an ultimate rate of 3 cents per mile; or (and) round trip, short limit local tickets from local stations, not including terminal or junctional points, at the rate of 3 cents per mile; provided always that there be a restoration of the passenger tariff rates in effect prior to the reduction by the Commission; and that they be allowed to throw all reasonable safeguard against abuse in the tickets to be introduced and sold.

J. R. PARROTT,
Chairman.

J. C. COURTNEY,
Secretary.

It will be noticed that these resolutions are, in so far as they relate to ten-days' round-trip tickets, simply patterned after the proposition as submitted by the Florida East Coast Railway, which the Commission had had under consideration since the 27th of November. On the 26th day of January the following communication was addressed to Mr. J. P. Beckwith, Traffic Manager, Florida East Coast Railway, as the decision of the Commission so far as these resolutions related to the Florida East Coast Railway.

Tallahassee, Fla., January 26, 1899.

Mr. J. P. Beckwith,

T. M., F. E. C. Ry., St. Augustine, Fla.

Dear Sir—The petition filed by you for the Florida East Coast Railway, under date of Nov. 26, 1898, covering sale of local round trip tickets and a restoration of the 4 cent per mile straight fare rate, together with the resolutions adopted by the representatives of the various lines of roads operating in the State of Florida, at a meeting held in Jacksonville, January 24th, 1899; also the figures submitted showing the earning capacity of the Florida East Coast Railway, has been fully considered by the Commission, and they have decided in a spirit of cession, rather than enter into a long and expensive litigation, to grant your petition; this action on our part to become effective on and after this day. We will, of course, expect all excess fare receipts up to and including this date, to be paid.

By order of the Commission,

HENRY E. DAY,
Chairman.

We concluded to withhold decision in the case of the Jacksonville, Tampa and Key West Railway and the Louisville and Nashville Railroad. After consideration the petition of the Carrabelle, Tallahassee and Georgia Railroad Company, as presented by Fred T. Myers on the 9th day of January, was granted and the following notification was addressed to Mr. Myers, as attorney for the Carrabelle, Tallahassee and Georgia Railroad Company:

January 25th, 1899.

Hon. Fred T. Myers,

Attorney Carrabelle, Tallahassee and Georgia Railroad Company, Tallahassee, Fla.:

Dear Sir—The petition filed by you for the Carrabelle, Tallahassee and Georgia Railroad Company, under date of January 9th, 1898, praying for restoration of the passenger rate of five (5) cents per mile, as existing prior to the Commissioners' order dated June 14th, 1898, reducing the same to four (4) cents per mile, together with the financial statements under oath, of S. D. Chittenden, General Manager, thereto appended, has been fully considered by the Commission, and

they have decided, in the light of facts submitted, to grant your petition, and the rate of five cents per mile is hereby fixed as the legal rate of fare to be charged passengers on the said Carrabelle, Tallahassee and Georgia Railroad for the transportation of passengers between points on the line of said road until otherwise ordered by this Board.

You are required to refund all overcharges in passenger fares evidenced by receipts and filed with you by the Commission between the 18th day of July, A. D. 1898, and the 25th day of January, A. D. 1899. This order becomes effective on and after this date.

By order of the Commission,
 HENRY E. DAY,
 Chairman.

As to the Florida Central and Peninsular Railroad and the Plant System of Railways we were inclined to the opinion that some further investigation should be made and to that end the chairman was appointed as a committee of one to proceed to Washington and confer with the Interstate Commerce Commission.

The above is brief review of the cause which, more than any other, has tended to impede and embarrass the work of the Commission. Appreciating and endeavoring to profit by the experience of others, we have proceeded with caution, to the end that we may be better prepared to maintain our position in the event the issue is submitted to a judicial tribunal.

In our next report we will deal more fully with the subject and endeavor to demonstrate the wisdom of our proceedings. For the present, it would, in our judgment, be unwise to comment further.

Should we conclude the investigations which we are now making and succeed in adjusting the matter before the adjournment of the Legislature we will submit a supplementary report.

DEPARTMENT OF CLAIMS.

In September, A. D. 1897, the Commissioners named rates of freight to apply on the railroads of the State to become effective on the 1st day of November following. Owing to the inability of the railroad companies to have these rates printed and distributed by the first of November, the rates existing prior to that time were continued in effect for sev-

eral days after, or until such a distribution of the rates named by the Commission could be made. This gave rise to much complaint and the Commission gave notice that all claims for overcharges filed with them account of failure to apply rates by prescribed time would have prompt attention and a refund of overcharges would be insisted upon. The result of this was that by the first of March, 1897 (the date of our first annual report) many had been filed and collected. Since that time this department has continued a very popular feature and through its agency much relief has been afforded from the usual long delay in the adjustment of claims by railroad companies; by the application of the thirty-day clause of the Railroad Commission Law the long delay attending individual effort is done away with and all claims, the justice of which is apparent, are paid within the prescribed period. So prompt and satisfactory has been the adjustment of claims as to render any the slightest litigation unnecessary and we hope by earnest endeavor to in some measure relieve the congested condition of unliquidated claims which obtained to such volume as to preclude the possibility of prompt adjustment of individual claims by railroad companies in anything like a reasonable time. The admission of the official in charge of this feature of one of the prominent railroads of the state to unliquidated claims, amounting to over \$80,000, clearly evidences the necessity for continued effort in this direction.

On account of the great volume of claims which have been filed we are unable to give the docket complete, but give below what we consider as a fair example of the average claim.

No. 624.

| | |
|-----------------------------|---|
| H. A. Hodges |) |
| vs. |) |
| Florida East Coast Railway. |) |

This overcharge originated account violation of Rule No. 13, which authorizes shipper to route his freight by such line or lines as he may desire. In this instance shipment moved from Hodges, on the Jacksonville, Tampa and Key West Railway, routed via Palatka and the Florida East Coast Railway to Eau Gallie. The Jacksonville, Tampa and Key West Railway diverted shipment via Orange City Junction. The Florida East Coast Railway maintained that shipment should have been delivered at Palatka as per shippers direction, and they applied Palatka rate as their proportion from Orange

City Junction to Eau Gallie. Held that this was a violation of Rule No. 18 and the Florida East Coast Railway should refund \$56.90 to claimant.

Order complied with and docket closed.

CONCLUSION.

The foregoing is a brief review of our past year's work, which should be considered with the First Annual Report of the Commission. There are those who are unable to appreciate the embarrassments and difficulties with which the Commission has had to contend, and are naturally inclined to criticize. In the great majority of instances our critics will be found among those whose grievances have never been brought to the attention of the Commission, either by correspondence or in person. To undertake to locate these innumerable individual troubles and remedy them in so far as it lays within our power, would entail a heavy burden of labor and expense. In the absence of a knowledge of these grievances, we can hardly be expected to afford the relief desired. Every complaint lodged with us has been the subject of our most careful consideration, and whenever it devolved upon us to correct the evils complained of we succeeded in doing so, or whenever the remedy was beyond our jurisdiction or was calculated to work an injustice, we have promptly made known our conclusions.

The Commission can hardly be expected, in the brief period of eighteen months, to formulate and carry into execution such plans as will bring about a total obliteration of conditions which have existed for years.

We have endeavored to avoid litigation when possible; and when the rich and powerful interests, who can at all times invoke the aid of the ablest legal talent of the country, is contemplated as our antagonists in the event of law suits, the wisdom of this conclusion can hardly be questioned. To enter into litigation with such opposition without careful preparation would be simple folly and could have but one result. As is stated elsewhere, we have endeavored to profit by the experiences of others, yet in many instances this is impracticable on account of the existing conditions, and at the same time it must be borne in mind that those with whom we would have to contend are also rich in experiences of this character.

These are a few of the difficulties with which a "new" Commission has to meet and overcome, and a period of eigh-

teen months is brief, indeed, in which to accomplish what it has required Commissions of other States from ten to twenty-five years to bring about. We believe that the Commission, as it ripens in experience, will ultimately become of great benefit to the interests affected.

With these deductions we submit this, our Second Annual Report.

Very respectfully,

HENRY E. DAY, Chairman.

JOHN M. BRYAN,

JOHN L. MORGAN,

Commissioners.

APPENDIX

TO

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF

FLORIDA.

MARCH 1, 1899.

Railroad Commission Law of 1897.

An Act to Provide for the Regulation of Railroad Schedules, Freights, Express, Sleeping Car and Passenger Tariffs, and Building of Freight and Passenger Depots in this State; to Prevent Unjust Discrimination in the Rates Charged for the Transportation of Passengers and Freight, and to Prohibit Railroad Companies, Corporations, Persons and all Common Carriers in this State from Charging Other than Just and Reasonable Rates, and to Enforce the Same, and to Prescribe a Mode of Procedure, and Rules of Evidence in Relation Thereto; and to Provide for the Appointment and Election of Commissioners, and to Prescribe Their Duties and Powers.

Be it Enacted by the Legislature of the State of Florida:

Section 1. That there shall be three Commissioners appointed by the Governor, by and with the advice and consent of the Senate, to carry out the provisions of this act, of whom one shall be learned in law and one of experience in the railway business, and the other shall be engaged in agricultural pursuits. The Commissioners so appointed shall hold office until the first Tuesday after the first Monday in January, 1899, and until their successors are elected and qualified. At the general election for State officers in 1898 the three Commissioners shall be elected, without regard to vocation, by the qualified electors of this State at the time and places of voting for members of the Legislature, one of whom shall be elected for the term of two years, and the other two each for a term of four years. After the first election such Commissioners shall be elected by the qualified electors of this State, at the time and places of voting for members of the Legislature, for a term of four years. The Commissioners appointed or elected as hereinbefore provided, shall elect one of their own number as chairman, and a majority of such Commissioners shall constitute a quorum for the transaction of business.

The salary of each Commissioner shall be \$2,500 per annum.

to be paid quarterly from the Treasury of the State, and their actual railroad fare while performing their duties.

The Governor shall have the same power to remove, suspend or appoint to fill vacancies in the office of Commissioner as in other offices.

The Commissioners hereinbefore provided for shall not jointly or severally, or in any way, be the holders of any railroad stock or bonds, or be the agent or employee of any railroad company, or have any interest in any way in any railroad during his term of office, and shall subscribe to the following oath: "I do solemnly swear (or affirm) that I will support, protect and defend the Constitution and Government of the United States and of the State of Florida; that I am qualified to hold office under the Constitution of the State, and that I will well and faithfully perform the duties of Railroad Commissioner, on which I am now about to enter; that I am not a stockholder in any railroad or freight transportation company, nor in any way, directly or indirectly, in the employment of, or engaged in, the management of any railroad or transportation company, so help me God."

In case any Commissioner should in any way become disqualified, he shall at once remove such disqualification or resign, and upon his failure to do so he shall be suspended from office by the Governor and dealt with as hereinbefore provided.

Sec. 2. Said Commissioners may employ a secretary or clerk at a salary of \$1,200 per annum. The office of said Commissioners shall be at the Capital at Tallahassee, but they may hold sessions anywhere in the State at their discretion, and all sums of money authorized to be paid by this act out of the State Treasury shall be paid only on the order of the Comptroller, countersigned by the Governor, not exceeding the sum of \$15,000 per annum.

Sec. 3. That from and after the taking effect of this act, if any railroad company organized, or that may be hereafter organized, or exist in this State under any act of incorporation or general law of this State now in force, or which may hereafter be enacted, or any railroad company organized, or which may be hereafter organized, under the laws of any other State, and doing business in this State, shall charge, collect, demand or receive more than a fair or reasonable rate of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its track, or any of its branches thereof, or upon any railroad within this State, which it has the right, license or

permission to use, operate, or control, the same, upon conviction thereof, shall be dealt with as hereinafter provided.

Sec. 4. That if any railroad company as aforesaid shall make any unjust discrimination in its rates or changes of toll or compensation for the transportation of passengers or freights of any description, or for the use and transportation of any railroad car upon said road, or upon any of the branches thereof, or upon any railroad or steam lines connected therewith, which it has the right license or permission to operate, use or control, within the State, the same shall be deemed guilty of violating the provisions of this act, and, upon conviction thereof, shall be dealt with as hereinafter provided.

Sec. 5. The provisions of this chapter shall apply to the transportation of passengers and property, and to the receiving, delivery, storage and handling of property wholly within this State, and shall apply to all railroad corporations and railroad companies engaged in this State in the transportation of passengers or property by railroads therein from any point within this State to any point within this State. The term "railroad," as used in this act, shall include all bridges and ferries used or operated in connection with any railroad operated wholly or in part within this State, and also all the road in use by any corporation, receiver, trustee, or other person operating a railroad, whether operated under any contract, agreement, lease or otherwise, and the terms "railroad corporation" or "railroad company," as used in this act, shall be deemed and taken to mean all corporations or individuals, express companies and sleeping-car companies included, now owning or operating, or which may hereafter own or operate any railroad in whole or in part in this State, and the provisions of this act shall apply to all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railroads in this State (street railroads excepted), the same as to railroad corporations hereinbefore mentioned.

Sec. 6. That said Commissioners shall make reasonable and just rates of freight and passenger tariff to be observed by all railroad companies and all others engaged as common carriers doing business in this State over their respective lines or connecting lines; shall make reasonable and just regulations for the observance of the same as to charges at any and all points for the necessary handling or delivery of all kinds of freight and transportation of passengers, and for the pre-

vention of any unjust discrimination in connection therewith; shall make reasonable and just rates of charges for the use and transportation of all kinds of railroad cars, conveying all kinds of freight to and from any and all points in this State; shall have the power to make reasonable and just joint rates for all connecting railroads doing business in this State, as to all traffic or business passing from one of said railroads to another, and to require the establishing of such freight and passenger depots as the conditions of the road, safety and convenience of passengers and prompt delivery of freight and most convenient transfer of passengers and freight may justify, and for the establishing of such schedules for the arrival and departure of all trains at such depots as public comfort and convenience may require, and shall have power to regulate interchange of traffic between railroads, also to regulate the charges for storage, wharfage, demurrage and terminal facilities, and to regulate and direct the use and charges for use of refrigerator cars, icing, etc., in transit, and to direct and control all other matters pertaining to railroads that shall be for the good of the public: Provided, however, That before applying joint rates to roads not under joint management and control, the Commissioners shall give thirty days' notice to the owners, operators or lessees of said road of the joint rate contemplated, and of its divisions of the same, and give hearings to roads desiring to object to said rates, and shall make just and reasonable rules and regulations for the observance of all railroad companies operating said road to prevent the giving or paying of any bonus or rebate, or devices of any description used by said company, directly or indirectly, for the purpose of deceiving or misleading the public as to the actual rates charged: Provided, That the said Commissioners shall have the power to create rating or basing points at places where competing lines of railroads meet, or where water or other competition exists, and to break the continuity of rates to and from such points, so as to maintain competition between rival lines and points, and may, in fixing the rate upon any commodity, take into consideration the competition between different localities or shipping points producing or shipping such commodity.

Sec. 7. It shall be the duty of the Railroad Commission of Florida to investigate thoroughly all through freight rates from points out of Florida to points in Florida, both those now fixed and those that may hereafter be fixed. Whenever said Railroad Commission finds that a through rate charged into or out of Florida is in their opinion excessive or unrea-

sonable or discriminating in its nature, it shall be the duty of said Commission to call the attention of the railroad officials in Florida to the fact, and to urge upon them the propriety of changing such rate or rates. Whenever such are not changed according to the suggestions of the Railroad Commission, it shall be the duty of the Commission to present the facts, whenever it can be done, to the Interstate Commerce Commission and appeal to it for relief. In all work devolving upon the Railroad Commission prescribed by this act, they shall receive upon application the services of the Attorney General of the State, and he shall also represent them, whenever called upon to do so, before the Interstate Commerce Commission.

Sec. 8. That said Commissioners shall make and furnish to each railroad corporation doing business in this State as soon as practicable a printed schedule of just and reasonable rates, and charges for transportation of freights, passengers and cars on its railroad or railroads under its control or management, and such schedules shall in all suits brought against any railroad corporation, wherein is involved the rates of any such railroad corporation for the transportation of freight of any description, or charges for the transportation or use of any kind of car upon the tracks of any railroad or any of the branches thereof, or for the transportation of any passenger or passengers, or for any unjust discrimination in relation thereto, be deemed and taken in all courts of this State as prima facie evidence that the rates fixed in said schedule are just and reasonable rates of charges for the transportation of freight, cars and passengers upon the railroads, and said Commissioners shall, as often as circumstances may require, change and revise any schedule or schedules and furnish all railroad companies doing business in this State with a copy of such changes and revisions, which said schedules as changed and revised shall contain due notice of the time the same shall go into effect, shall be published in some newspaper of general State circulation for four consecutive weeks, copies of such publication mailed to the operators or lessees of all railroads in this State affected by the said schedules and to the office of said Commissioners, together with a certificate of the publisher thereof, which proof of said notice shall be deemed and taken in all courts of this State as prima facie evidence that ample and sufficient notice that such schedules, changes and revisions have been furnished in compliance with the provisions of this act. Said Commissioners shall furnish to all of said railroad corporations notice for

the building of such freight and passenger depots, and of such changes of schedules for the arrival and departure of all trains on said roads as may in the judgment of the Commissioners be required to secure reasonably close connections for the convenience and comfort of the public, and all courts in this State shall only require proof that such notices were duly served. Said Commissioners in revising, fixing, allowing or adopting any schedule of rates for freights or cars shall not discriminate unreasonably or unjustly in favor of any one class of freight to the detriment of other classes of freight. The railroad companies affected shall furnish at their own cost and shall put in conspicuous places the schedules, rate sheets, etc., adopted by the Commissioners according to the rules and regulations made by said Commissioners. All the rules and regulations made and prescribed by said Commissioners for the transportation of persons and property on the railroads subject to the provisions of this act, or to prevent unjust discrimination or other abuses by them, shall be deemed and held to be prima facie reasonable and just and are made prima facie evidence in the same manner the said schedules are made prima facie evidence. The said commissioners before revising, fixing, adopting or allowing any such schedule, or prescribing any such rules or regulations, shall give public notice of their intended action in such newspapers and for such time as shall be deemed fair and advisable by said Commissioners to all railroad corporations to be affected, and to the public generally, of the times and places of their meetings, and all railroad corporations and persons interested shall be entitled to a just and fair hearing before said Commissioners, and whenever any full schedule shall have been made, changed or revised, adopted or allowed, or any rule or regulation prescribed as aforesaid, the Commissioners shall in every instance give the date on which the same shall go into effect: Provided, That said date shall not be less than 30 days from the time of the making, changing or revising of the schedules.

Sec. 9. It shall be the duty of said Commissioners to investigate the books and papers of all railroad companies doing business in this State, to ascertain if the rules and regulations aforesaid have been complied with, and to make personal visitation of railroad offices, stations and other places of business for the purpose of examination, and to make rules and regulations concerning such examinations, which rules and regulations shall be observed and obeyed as the other rules and regulations aforesaid. Said Commissioners shall have full power and authority to examine all agents

and employees of said railroads and other persons under oath or otherwise in order to procure the necessary information to make just and reasonable rates of freight and passenger tariffs, and to ascertain if such rules and regulations are observed or violated, and to make necessary and proper rules and regulations concerning such examinations, which rules and regulations shall be obeyed and enforced as other rules and regulations provided for in this act.

Sec. 10. Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated or do business under any general or special laws of this State, shall, on or before the first day of September, 1897, and annually thereafter on or before the first day of August, transmit to the office of the Railroad Commissioners, a full and true statement under oath of the proper officers of said corporation, of the affairs of the corporation as the same existed on the first day of the preceding July, specifying: 1st. The amount of capital stock subscribed, the number of shares and the par value thereof. 2d. The names of the owners of its stock, the amount owned by them respectively, and the residence of each stockholder as far as known. 3d. The amount of stock paid in and by whom. 4th. The amount of assets and liabilities. 5th. The names and places of residence of its officers. 6th. The amount of funded or bonded debt. 7th. The amount of floating debt. 8th. The estimated value of the roadbed, including iron and bridges. 9th. The estimated value of rolling stock. 10th. The estimated value of stations, buildings and fixtures. 11th. The estimated value of other property. 12th. The length of single track on main line. 13th. The length of double track on main line. 14th. The length of branches, stating whether they have single or double track. 15th. The aggregate length of siding and other tracks above enumerated. 16th. The number of tons of through freight carried during the year preceding the making of the report. 17th. The number of tons of local freight carried during the same time. 18th. The monthly earnings for the transportation of passengers during the same time. 19th. The monthly earnings for the transportation of freight during the same time. 20th. The amount of expenses incurred in running and management of passenger trains, in the running and management of freight trains, and in the running and management of mixed trains during the same time. 21st. The expenses incurred in the running and management of the road, includ-

ing the salaries of officers, for the same time, which shall be reported separately. 22d. The amount expended for repairs, including maintenance of roadway, repairs and removal of bridges, ties and iron. 23d. The amount expended for other improvements not included in the last subdivision. 24th. The amount expended for motive power, cars, station houses and all other buildings and fixtures, including all other expenditures in the management and running of said road. 25th. The rate of fare for passengers for each month during the same time, through and way passengers separately. 26th. The tariff of freights, showing the change of tariff, if any, during the same time. 27th. A copy of each published rate of fare for passengers and tariffs of freights issued for the government of its agents during the same time, and whether the rate of fare and tariff of freights in such published list are the same as those actually received by the company, and, if not, what were received. 28th. What express companies run on its roads and on what terms and conditions, and the kind of business done by them. 29th. What freight and transportation companies run on its roads and on what terms, and whether such freight and transportation companies use the cars of the railroad company or cars furnished by themselves. 30th. Whether the freight of cars of such transportation companies are given any preference in speed or order of transportation, and, if so, what? 31st. Number of free passes issued during same time and to whom. 32d. What running arrangements it has with other railroad companies. 33d. What amount of land was granted to them by the State and United States. How much of said land has already been actually conveyed by deed. How much land is still due them. How much land has been sold and what has been the gross receipts from such sales of land since granted by the State and the United States, and answer such additional interrogatories as such Commissioners may make and propound to the said railroad companies; and this section shall apply to the president, directors and general officers of every railroad company now existing, or which shall be hereafter organized and exist in this State, and to every lessee, manager or operator of any railroad within this State.

Sec. 11. That all contracts and agreements (including receipts on bills of lading) between any and all railroad companies doing business in this State as to rates of freight and passenger tariffs, use and transportation of cars, shall be submitted to said Railroad Commissioners for inspection and correction, that it may be ascertained as to whether or not they

are reasonable and just and will insure prompt delivery of freights and passengers to points of destination, or the violation of any section of this act, and said Commissioners shall have power to revise and correct the same, and to make such rules and regulations in accordance therewith as they may deem necessary, which said rules and regulations shall be observed and obeyed by said railroad companies as other rules and regulations of this act, and any such agreement not approved by said Commissioners shall be deemed illegal and void.

Sec. 12. If any railroad company doing business in this State by its agents or employees shall be guilty of a violation or disregard of any of the rates, schedules or rules and regulations provided and prescribed by said Commissioners, and if after due notice of such violation or disregard served on any general or local agent thereof, ample and full recompense for the wrong or injury done thereby to any person or corporation, as may be directed by the said Commissioners, shall not be made within thirty days from the time of such notice, or shall neglect or refuse to comply with any rates, schedules or regulations so violated, or shall neglect or refuse to desist from the violation thereof, after notice as aforesaid, such company shall incur a penalty for each offense of not less than one hundred dollars and not more than five thousand dollars, to be recovered by an action in the name of the State of Florida, which shall lie in any county in the State where such violation or disregard has occurred. The Commissioners shall institute such action through the Attorney General or State Attorney, or by special counsel employed by the Commissioners, the fees of which special counsel shall be fixed by the Commissioners as may seem to them reasonable and just.

Sec. 13. If any railroad company doing business in this State shall, in violation or disregard of any rule or regulation provided by the Commissioners aforesaid, inflict any wrong or injury on any person, such person shall have right of action and recovery for such wrong or injury in the county where the same was done in any court having jurisdiction thereof, and the damages to be recovered shall be the same as in an action between individuals, and if any railroad company shall discriminate by way of rebate or otherwise, directly or indirectly, in favor of any consignor or consignee of freights within this State, allowing him a reduction of the rates fixed by said Commissioners as reasonable and just, any other consignor or consignee within this State shall have a right of action against the said railroad company, and the amount of

his damage shall be fixed by a jury, unless a jury shall be waived, and the measure of damages shall be such sum or sums of money as will fairly represent the injury done to said last mentioned consignor or consignee. But in all cases demand in writing on said railroad company shall be made for the money damages sustained before suit is brought for recovery under this section, and no suit shall be brought until the expiration of thirty days after such demand, and all suits under this act shall be brought within twelve months after the commission of the alleged wrong or injury.

Sec. 14. In all cases under the provisions of this act the rules of evidence shall be the same as in civil actions except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the State treasury, to be used for such purpose as may be provided by law. The remedies hereby given the person injured shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies.

Sec. 15. That all railroad companies in this State shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and as far as practicable shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroad receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt. If any railroad company shall violate this section of this act, it shall incur a penalty to be determined as provided for in section 12 of this act.

Sec. 16. It shall be the duty of the Commissioners by the first day of March in every year to make to the Governor annual reports of the transactions of their office, and to recommend from time to time such legislation as they may deem advisable under the provisions of this act.

Sec. 17. Said Railroad Commissioners in making any examination for the purpose of obtaining information pursuant to

this act, shall have power to issue subpoenas for the attendance of witnesses by such rules as they may prescribe, and such witnesses shall receive for such attendance same fees and mileage as now allowed witnesses by law, to be ordered paid by the Governor upon presentation of subpoenas, sworn to by the witnesses as to the number of days served and miles traveled before the clerk of said commissioners, who is hereby authorized to administer oaths. In case any person shall refuse or wilfully fail to obey such subpoena, it shall be the duty of the county judge of any county, or any judge of a circuit court, upon application of said Commissioners, to issue an attachment for such witness and compel him to attend before the Commissioners and give his testimony upon such matters as shall be lawfully required by such Commissioners, and said court shall have power to punish for contempt as in other cases of refusal to obey the order and process of said court. In making any investigations or examinations pursuant to this or any other section of this act, each Railroad Commissioner is hereby empowered to administer oaths or affirmations, and in such examinations or investigations no person called upon to testify shall be excused from answering on the ground or claim that his testimony would tend to criminate himself, but such testimony shall not be used against him in any criminal proceedings. The said Commissioners are hereby authorized in their discretion to appoint any one of their number to make any such investigations or examinations outside of their office anywhere in this State, and such member in making such investigation or examination is hereby invested with the same power as the full Board would have. The Commissioner so appointed shall report to a full board the result of his investigation. The secretary of said Railroad Commission is hereby authorized to serve any subpoena, notice or other process or other paper issued by the Commissioners and required by them to be personally served, and it shall be the duties of the sheriffs in the different counties in this State to make such service when required by the Commissioners, said secretary and sheriffs to be paid the same fees as are allowed the latter by law for similar services.

Sec. 18. Every officer, agent or employe of any railroad company who shall wilfully refuse to make and furnish any report required by the Commissioners as necessary to the purposes of this act, or who shall wilfully and unlawfully hinder, delay or obstruct said Commissioners in the discharge of their duties imposed upon them shall forfeit and pay a

sum of not less than one hundred dollars nor more than five thousand dollars for each offense, to be recovered in an action of debt in the name of the State.

Sec. 19. Nothing in this act shall prevent the common carrier subject thereto from the carriage, storage or handling of property free or at reduced rates for charitable purposes, of to and from fairs and expositions for exhibition thereat, or free carriage of destitute and homeless persons transported by charitable societies, and the necessary agents employed in such transportation, or the issuance of mileage, excursion or commutation, or round-trip tickets, or from giving free passes to their own officers or employees, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees, or free passes or reduced rates to persons in charge of live stock shipped from the point of shipment to destination and return, or from issuing second-class tickets at a lower rate of fare than for first-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

Sec. 20. It shall be the duty of all common carriers subject to the provisions of this act to make to the Railroad Commissioners annually, at such time as said Commissioners shall designate, and according to such forms as said Commissioners shall prescribe, annual reports for the current year ending June 30 immediately preceding, which shall contain a statement of the organization, capitalization, traffic earnings and such other matters connected with their organization and operations as said Commissioners shall require, which said report shall be verified by affidavits of the principal officers thereof, and the said Commissioners shall tabulate and compile said annual reports and include them in their annual report to the Governor.

Sec. 21. Said Commissioners may, at their discretion, direct the Attorney-General or State Attorney to institute proper proceedings before the courts in the name of the State by mandamus, injunction or otherwise, against any common carrier subject to the provisions of this act to compel the observance of the law or the rules and regulations of the Commissioners made thereunder, and such Railroad Commissioners are hereby authorized, when in their judgment it is necessary so to do, to employ counsel to assist the Attorney-General or State Attorney in conducting any such proceeding on behalf of the State. In case such proceeding is instituted in the circuit court, and an appeal shall be taken to the supreme

court, such appeal shall not operate as supersedeas, but such appeal shall be given precedence over all other appeals, shall be advanced to the head of the docket and shall be heard and determined by said supreme court as soon as practicable after the filing of said appeal in said court. The Railroad Commissioners shall have power to make and enforce all such rules and regulations as may be necessary to enable them to carry out the powers conferred upon them by this act.

Sec. 22. In all cases herein provided for bringing suits in any of the courts of this State appeals shall lie therefrom as in actions from other civil suits.

Sec. 23. That all laws and parts of laws in conflict with this act are hereby repealed.

Sec. 24. This act shall go into effect immediately upon its passage and approval by the Governor.

Approved May 8, 1897.

RATES, RULES AND REGULATIONS
GOVERNING THE
TRANSPORTATION
OF
PASSENGERS AND FREIGHTS
ON THE
RAILROADS IN FLORIDA,
PRESCRIBED BY THE
RAILROAD COMMISSIONERS,
EMBRACING ALL CHANGES AND CORRECTIONS
TO DATE.

MARCH 1, 1899.

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RULES AND REGULATIONS

FOR THE

GOVERNMENT OF THE TRANSPORTATION OF PERSONS AND PROPERTY ON THE RAILROADS IN FLORIDA.

I. General Rules.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner, all defenses shall be in writing, and distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month, a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, on or before the first day of September of each year, an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30th, in accordance with Section 10, Railroad Commission Law, approved May 8th, 1897. The monthly reports to be verified by the affidavits of the General Manager (if there be one), or Superintendent, or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reduction of rates of freight or passenger fares, and no rebate, drawback, or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any per-

son not allowed to all persons, under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continuously posted, at each of its stations, where there are agents, a copy of the schedule of the freight and passenger rates revised and adopted for the use of such company by the Commission, a copy of all the Rules and Regulations prescribed by the Commission for the government of the transportation of freight and passengers, applicable to its line of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, either by the Commission or any railroad company, a copy of said change shall be immediately furnished the office of the Commissioners and shall be posted in the same manner as above.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

5. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroads doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

II. Rules Governing Transportation of Passengers.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding one hundred and fifty pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Twenty cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example: For $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40 cents. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies, and the necessary agents employed in such transportation; or from the issuance of mileage, excursion, commutation or round-trip passenger tickets; or from giving free carriage to their own officers and employes; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employes; or free carriage or reduced rates to persons in charge of live stock shipped from the point of shipment to destination and return; or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. Whenever any passenger train on any railroad in this State shall be more than one hour behind its scheduled time, it shall be the duty of said railroad company to bulletin and keep posted at every open telegraph station along its lines in the direction in which said train is going the time such train is behind its schedule time, and the time of its arrival as nearly as can be approximated, but passengers acting upon this information will do so at their own risk.

III. Rules Governing the Transportation of Freight.

CONNECTING RAILROADS UNDER THE SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, a majority of

son not allowed to all persons, under like circumstances and conditions, but the same shall be uniform to all, and public.

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1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, a majority of

whose stock is owned or controlled, either directly or indirectly, by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road; and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted, provided that if they carry for less for one person, they shall for the like service, under similar circumstances and conditions, carry for the same lessened rate for all persons except as mentioned hereafter; and if they adopt less freight rates for one station, they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality. But when at any point within this State there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commission may entertain application for temporary modifications of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, drouths, storms, or other exigencies.

FREIGHTS EXEMPT FROM RULE 2.

3. The rates specified or hereafter to be allowed for common brick, bone, lumber, laths, staves, rough stone, empty barrels, corn in the ear, melons by the carload, straw, shucks, fodder, tanbark, sawdust, household goods, moss, palmetto leaves and heads, are maximum rates, but the railroads are left free to reduce the same at discretion, and all such rates are exempt from the operation of Rule 2. Any complaint as to such rates will, upon presentation, be considered. No rates have been prescribed for articles in the classification designated by the letter S. Such articles are subject to special contract. The Commission will entertain complaints of

excessive charges for the transportation of such articles in all cases except where the price charged was according to contract between shipper and carrier.

CHARGES FOR HANDLING HEAVY FREIGHTS.

4. The charge for handling extra heavy freight may be as follows:

- Under 2,000 pounds, no charge for extra handling.
- 2,000 pounds and under 3,000, \$3 for extra handling.
- 3,000 pounds and under 4,000, \$5 for extra handling.
- 4,000 pounds and under 5,000, \$7 for extra handling.
- 5,000 pounds and under 6,000, \$8 for extra handling.
- 6,000 pounds and under 7,000, \$10 for extra handling.

SHIPPERS TO LOAD AND UNLOAD.

5. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

CARLOADS, WEIGHT OF A CARLOAD, CARLOAD CONSIGNMENTS, ETC.

6. In all cases in which the classification provides a rate per 100 pounds, per ton or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates, provided that in no case shall the amount collected on less than a carload exceed the price per carload.

Carload rates apply to a carload or more, made by one shipper at one time, to one and the same point of delivery, to the same consignee, although the same may in fact be carried by the railroad to the point of delivery, in lots less than the amount recognized as a carload.

FERTILIZERS, ARTICLES EMBRACED IN.

7. The term "Fertilizers" embraces the following and like articles when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, boneblack, ground and dissolved bone, bone dust, castor pomace, cotton seed meal, cotton seed ashes, cotton seed, fish scrap, guano, super-phosphates, gypsum, kainit, German salts, nitre-cake, nitrate and sulphate of soda, oil-cake, potash, fine ground plaster, salt-cake, salt-

petre, sulphur, muck, tank-stuff and tobacco dust and sweepings.

FREE, OR REDUCED RATES.

8. Railroad companies shall not be prevented from the carriage, storage, or the handling of property free or at reduced rates, for charitable purposes, or to or from fairs and expositions for exhibition thereat.

ESTIMATED WEIGHTS.

9. Lumber, coal, lime, brick, stone, and all articles for which estimated weights are given in classification (except ale and beer, and empty ale and beer packages, L. C. L.) shall be taken at actual weight when it can be ascertained, but when the weight cannot be ascertained, may be charged for at the following estimated weights; provided that nothing herein shall interfere with the duty of the receiving agent to weigh, if possible, and correct to actual weights.

(To be used when actual weights cannot be ascertained.)

| | |
|---|------------|
| White pine and poplar, thoroughly seasoned, per 1,000 feet..... | 3,000 lbs |
| White pine and poplar, green, per 1,000 feet.... | 4,000 lbs |
| Yellow pine, black walnut and ash, seasoned, per 1,000 feet | 4,000 lbs |
| Yellow pine, black walnut and ash, green, per 1,000 feet | 4,500 lbs |
| Oak, hickory and elm, seasoned, per 1,000 feet.. | 6,000 lbs |
| All other kinds of lumber, seasoned, per 1,000 feet. | 4,000 lbs |
| All other kinds of lumber, green, per 1,000 feet.. | 6,000 lbs |
| Hoop poles, staves and headings, dry, car loaded to a depth of 50 inches per car..... | 30,000 lbs |
| Hoop poles, staves and headings, green, car loaded to a depth of 43 inches per car..... | 30,000 lbs |
| Shingles, green, per 1,000..... | 450 lbs |
| Shingles, dry, per 1,000..... | 350 lbs |
| Laths, green, per 1,000..... | 530 lbs |
| Laths, dry, per 1,000..... | 450 lbs |
| Tan bark, green, per cord..... | 2,600 lbs |
| Tan bark, dry, per cord..... | 2,000 lbs |
| Wood, dry, per cord | 3,000 lbs |
| Wood, green, per cord..... | 3,000 lbs |
| Fence posts and rails, and telegraph poles, per cord. | 3,500 lbs |
| Clay, per cubic yard..... | 3,000 lbs |
| Sand, per cubic yard ... | 3,000 lbs |
| Gravel, per cubic yard..... | 3,200 lbs |

| | |
|---------------------------------------|---------|
| Stone, undressed, per cubic foot..... | 160 lbs |
| Lime and coal, per bushel..... | 80 lbs |
| Coke, per bushel..... | 40 lbs |
| Portland cement, per barrel..... | 400 lbs |
| Other cements, per barrel..... | 300 lbs |

A ton is 2,000 pounds.

10. When any article is too bulky to put in a box car, it shall be subject to special contract.

CHARGE FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

11. A charge of no more than two dollars per car will be allowed for switching or transferring a car from any point on any road or warehouse within a space of one mile from starting point, without regard to weight or contents.

When, in the transfer of a car between said points it is necessary to pass over the line of any intermediate road or roads, the maximum charge of two dollars shall be equitably divided between the roads at interest.

When a charge is made for the transfer of loaded cars between said points no additional charge shall be made for the return of the empty cars.

DELIVERY OF CARS TO CONNECTING ROADS.

12. The Commission will prescribe particular rules and conditions for the delivery without delay to any connecting road of the same gauge of cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPER TO ROUTE FREIGHTS.

13. The right of a shipper to direct by what line or lines of railroads in this State his shipments shall be transported within the State of Florida shall be observed by all the railroads of this State.

RAILROADS MUST ACT AS COMMON CARRIERS.

14. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation.

COMPUTATION OF PERCENTAGES.

15. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the

case may be, there should be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of half cent or over may be counted as one cent.

RATE ON SMALL SHIPMENTS.

16. Railroad companies may collect twenty-five cents as a minimum charge on a single shipment, however small.

CLASSIFICATION.

17. The Southeastern Freight Association Classification No. 25, in force October 1st, 1897, and the current additions to and changes therein, as shall be officially announced by said Association, will be observed by the railroad companies doing business in this State, subject, however, to such additions thereto and changes therein as have been prescribed by the Railroad Commissioners of Florida, as contained in the following "Exception Sheet," and to such other further additions and changes as may be made from time to time hereafter by said Commissioners.

Florida Railroad Commission Exception Sheet.

Applicable on Traffic Between Points in Florida.

On Interstate Business when articles are classified both in the Southern Freight Classification and in the Exception Sheet, the classes prescribed by the Exception Sheet will be applied South of Florida Base Points.

| | Class. | Class if Released. |
|--|-------------|--------------------|
| Barrels, empty, except ale and beer, and except where agreed rates are lower.... | C.L. | P |
| Barrels, flour, spirit, sugar, whisky, except where agreed rates are lower..... | L.C.L. | 6 |
| Beans, velvet, any quantity..... | .... | D |
| Bones, hoofs and horns, 24,000 pounds minimum, shipper to load and unload..... | C.L. | M |
| Box and barrel material, 24,000 pounds minimum..... | C.L. | P |

Florida Exception Sheet.

| | Class. | Class if Released. |
|--|-------------|--------------------|
| Box and barrel material, K. D. in bundles, 50 per cent. of..... | L.C.L. | 6 |
| Brick, common, fire or paving, 30,000 pounds minimum..... | C.L. | P |
| Same, 50 per cent. of..... | L.C.L. | 6 |
| Carbolenum, in barrels..... | C.L. | 6 |
| Cassava and Comptie Root, 24,000 pounds minimum | C.L. | D |
| Same, packed, 50 per cent. higher than..... | L.C.L. | D |
| Cedar, 24,000 pounds minimum..... | C.L. | K |
| Same | L.C.L. | 6 |
| Cement, 24,000 pounds minimum | C.L. | L |
| Same | L.C.L. | K |
| Cement and Lime in mixed carloads, 24,000 pounds minimum..... | C.L. | L |
| Coal and Coke, 24,000 pounds minimum.. | C.L. | L |
| Coal and Coke, in barrels and sacks..... | L.C.L. | K |
| Fertilizer, any quantity..... | ..... | M |
| Embracing the following and like articles, when intended to be used as Fertilizers, to-wit: Sulphate of ammonia, ashes, bone-black, ground and dissolved bone, bone dust, castor pomace, cotton seed meal, cotton seed ashes, cotton seed, fish scrap, guano, superphosphates, gypsum, kainit, German salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuff, and tobacco dust and sweepings. | | |
| Fibre, palmetto, in boxes or pressed in bales, 20,000 pounds minimum..... | C.L. | D |
| Same | L.C.L. | 6 |
| Fruit—oranges, lemons, limes, grape fruit, pineapples, per standard crate of 80 pounds ..... | ..... | G |
| Same in bbls. or bbl. crates, double the crate rate. | | |
| Fruit—strawberries in crates of 50 pounds ..... | ..... | G |
| Fruit—peaches, pears and guavas, per crate of 50 pounds..... | ..... | V |
| Same in bbls. or bbl. crates, double the crate rate. | | |

Florida Exception Sheet.

| | Class. | Class if Released |
|---|-------------|-------------------|
| Grain and Hay, mixed, 20,000 pounds minimum..... | C.L. | D |
| Gravel, 30,000 pounds minimum..... | C.L. | P |
| Hay in bales..... | L.C.L. | B |
| Honey, in barrels, owner's risk of leakage.. | ..... | 6 |
| Household goods, old furniture and emigrant movables, well packed, value limited to \$5 per 100 pounds in case of loss or damage and so expressed in bill of lading, 20,000 pounds, with or without live stock; when with live stock, not to exceed 5 head, one attendant to have free passage..... | C.L. | N |
| Ice, 24,000 pounds minimum..... | C.L. | L |
| Same, packed, prepaid | L.C.L. | K |
| Insecticide, liquid, in barrels..... | ..... | K |
| Iron—bridge, pig, scrap, railroad, spikes, chairs, frogs, 24,000 pounds minimum, per ton, 2,000 pounds..... | C.L. | M |
| Iron, enumerated in Southern Freight Classification as special iron (except as as enumerated above), 24,000 pounds, two-thirds of..... | C.L. | 6 |
| Laths, 24,000 pounds minimum | C.L. | P |
| Same, 50 per cent. of..... | L.C.L. | 6 |
| Launches (steam or naphtha), and sailboats, of such dimensions as can be loaded on flat cars; sails, etc., securely packed or wrapped and released from damage by fire or otherwise, shipper to load and unload..... | | 1½ times Class P |
| Applies only between stations on Florida East Coast Railway and Jacksonville, Tampa & Key West Railway. | | |
| Lime, 24,000 pounds minimum..... | C.L. | L |
| Same | L.C.L. | K |
| Lime and Cement in mixed carloads, 24,000 pounds minimum..... | C.L. | L |

Florida Exception Sheet.

| | Class. | Classif Released. |
|--|-------------|----------------------|
| Live stock, 20,000 pounds minimum (see note governing valuation)..... | C.L. | N |
| One attendant actually in charge of carload shipments of live stock will be passed free. Agents should make notation to this effect on contract and way-bills. | | |
| Live Stock, viz: Cows, calves, colts, ponies, hogs, sheep, lambs or other animals, crated, actual weight, with minimum of 100 pounds, released..... | L.C.L. | 1 |
| Live Stock, except as enumerated above, at estimated weights as shown in Rate Issue No. 1 (see note governing valuation) | L.C.L. | 2 |
| Lumber, 24,000 pounds minimum..... | C.L. | P |
| Same, 50 per cent. of..... | L.C.L. | 6 |
| Machinery, including boilers, engines or parts thereof, 20,000 pounds minimum.. | C.L. | N |
| Melons | L.C.L. | A |
| Manure, stable, minimum 24,000 pounds, 75 per cent. of | C.L. | M |
| Moss, in boxes, sacks, or pressed in bales, 20,000 pounds minimum..... | C.L. | D |
| Same | L.C.L. | 6 |
| Oil, coal or its products, in iron casks or drums (coal, kerosene, naphtha, benzine and gasoline), actual weight..... | L.C.L. | 4 |
| Same | C.L. | 6 |
| Orange Sizers | D1 | 1 |
| Palmetto Leaves, in boxes or pressed in bales, 20,000 pounds minimum..... | C.L. | D |
| Same | L.C.L. | 6 |
| Palmetto Berries, in boxes, barrels or sacks, value limited to 6 cents per pound, pre-paid | L.C.L. | 5 |
| Same, 20,000 pounds minimum, pre-paid | C.L. | 6 |
| Peas, cow or field, any quantity..... | .... | D |
| Pipe, earthen or drain, 25,000 pounds minimum, 50 per cent. of..... | C.L. | A |

Florida Exception Sheet.

| | Class. | Classif Released. |
|--|-------------|----------------------|
| Pipe, sewer, 25,000 pounds minimum, 50 per cent. of | C.L. | A |
| Plaster, wall, adamant, 24,000 pounds minimum | C.L. | L |
| Same | L.C.L. | K |
| Pineapple Slips and Suckers, packed or loose, 20,000 pounds minimum..... | C.L. | K |
| Same, packed | L.C.L. | 6 |
| Pitch, 24,000 pounds minimum..... | C.L. | M |
| Same | L.C.L. | K |
| Poles and Posts, 24,000 pounds minimum. C.L. | C.L. | P |
| Same, 50 per cent. of..... | L.C.L. | 6 |
| Potatoes (Irish), other than Florida grown, two-thirds of ..... | ..... | 6 |
| Rosin, 24,000 pounds minimum | C.L. | M |
| Same | L.C.L. | K |
| Rosin Dross, 24,000 pounds minimum.... | C.L. | M |
| Same | L.C.L. | K |
| Roofing Slate, 24,000 pounds minimum.. | C.L. | M |
| Salt, 24,000 pounds minimum..... | C.L. | O |
| Same, common, 75 per cent. of..... | L.C.L. | 6 |
| Sand, 30,000 pounds minimum..... | C.L. | P |
| Shell (for paving), 30,000 pounds minimum. C.L. | C.L. | P |
| Sawdust, 24,000 pounds, 75 per cent. of.. | C.L. | P |
| Seed, beggar weed..... | ..... | 3 |
| Shingles, 24,000 pounds minimum..... | C.L. | P |
| Same, 50 per cent. of..... | L.C.L. | 6 |
| Stills and fixtures, turpentine..... | ..... | 1 |
| Stone, rough, 30,000 pounds minimum... C.L. | C.L. | P |
| Syrup, in barrels, O. R., fully released.... | ..... | R |
| Tanks, empty, oil storage, loaded lengthwise and strapped to flat cars, 20,000 pounds minimum..... | C.L. | N |
| Tar, including coal tar, 24,000 pounds minimum | C.L. | M |
| Same | L.C.L. | K |
| Tile, earthen, drain, roofing or paving, 25,000 pounds, 50 per cent. of..... | C.L. | A |

Florida Exception Sheet.

| | Class. | Class if Released. |
|---|-------------|--------------------|
| Trees and Shrubbery, boxed or baled, 20,000 pounds..... | C.L. | N |
| Trees—orange, lemon, lime, grape fruit, peach and pear trees, prepaid or guaranteed | L.C.L. | 6 |
| Turpentine, spirits of, in barrels, any quantity ..... | ..... | R |
| Turtles, live, fully released, prepaid..... | ..... | 1 |
| Vegetables—not canned or desiccated, viz: | | |
| Beets, cabbages, carrots, onions, potatoes, and turnips, in barrels, barrel crates or sacks, any quantity released, will take vegetable rates (per package) as published in current Vegetable Tariffs. Weight in excess of 175 pounds per package (barrels, barrel crates or sacks), must be charged for proportionately. | | |
| Applies only between stations on Florida East Coast Railway, landings on Indian and Banana Rivers, Biscayne Bay points and Florida Keys, reached by its steamer connections. | | |
| Vegetables, including beans, beets, cauliflower, okra, tomatoes, squash, potatoes (Irish or sweet), green peas, eggplant, turnips, green corn, asparagus, radishes, lettuce, onions, cabbage, kale, canteloupes and like articles, per standard crate of 50 pounds..... | ..... | V |
| Wood, 24,000 pounds minimum..... | C.L. | P |

MINIMUM CHARGE—A minimum charge of 25 cents will be made on any single shipment, however small.

For points on Pensacola and Atlantic, and Pensacola Divisions of the Louisville and Nashville Railroad and the Yellow River Railroad, the Louisville and Nashville classification and exceptions will apply.

JOINT RATES SHALL BE SUM OF LOCALS.

18. On all shipments of freights not governed by Rule No. 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments

shall not be greater than the sum of the local rates on such freights for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass so as to give to each road interested in the shipment its local rate for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on, or work delay in the transportation of such freight, or be subject of appeal to the Commission by the roads at interest.

FREIGHT RECEIPTS.

19. All railroad companies in this State shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and as far as practicable shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroad receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commission. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

20. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. Where a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the

railroad company at such point to deliver the same, upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipts may have been delayed or lost.

IV. Rules and Regulations Governing the Transportation of Live Stock.

No. 1. The weights given below are estimated and not actual, and are used simply to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds, of any kind of first-class freight at carrier's risk, and second-class at owner's risk).

ESTIMATED WEIGHTS.

| | |
|--|------------|
| One horse, mule or horned animal, except as specified below | 2,000 lbs. |
| Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee | 3,500 lbs. |
| Each additional horse, mule or horned animal, except as specified below, the same car and from the same shipper to the same consignee | 1,000 lbs. |
| Stallions, jacks and bulls, each | 3,000 lbs. |
| Each cow and calf, together | 2,500 lbs. |
| Each mare and foal, together | 2,500 lbs. |
| Colts under one year old, except stallions | 1,000 lbs. |
| Cattle, under one year old, except bulls | 1,000 lbs. |
| Hogs, sheep, lambs, calves and other small animals boxed, taken at actual weight, but no single shipment of live stock to be charged at less than 100 lbs. | |
| Hogs for market, loose, each | 350 lbs. |
| Stock hogs (i. e. for feeding), loose | 125 lbs. |
| Sheep, loose, each | 175 lbs. |
| Sheep, loose, in lots of five or more, each | 150 lbs. |
| Lambs, loose each | 100 lbs. |
| Lambs, loose, in lots of five or more, each | 75 lbs. |
| Calves, loose, each | 175 lbs. |
| Calves, loose, in lots of five or more, each | 150 lbs. |

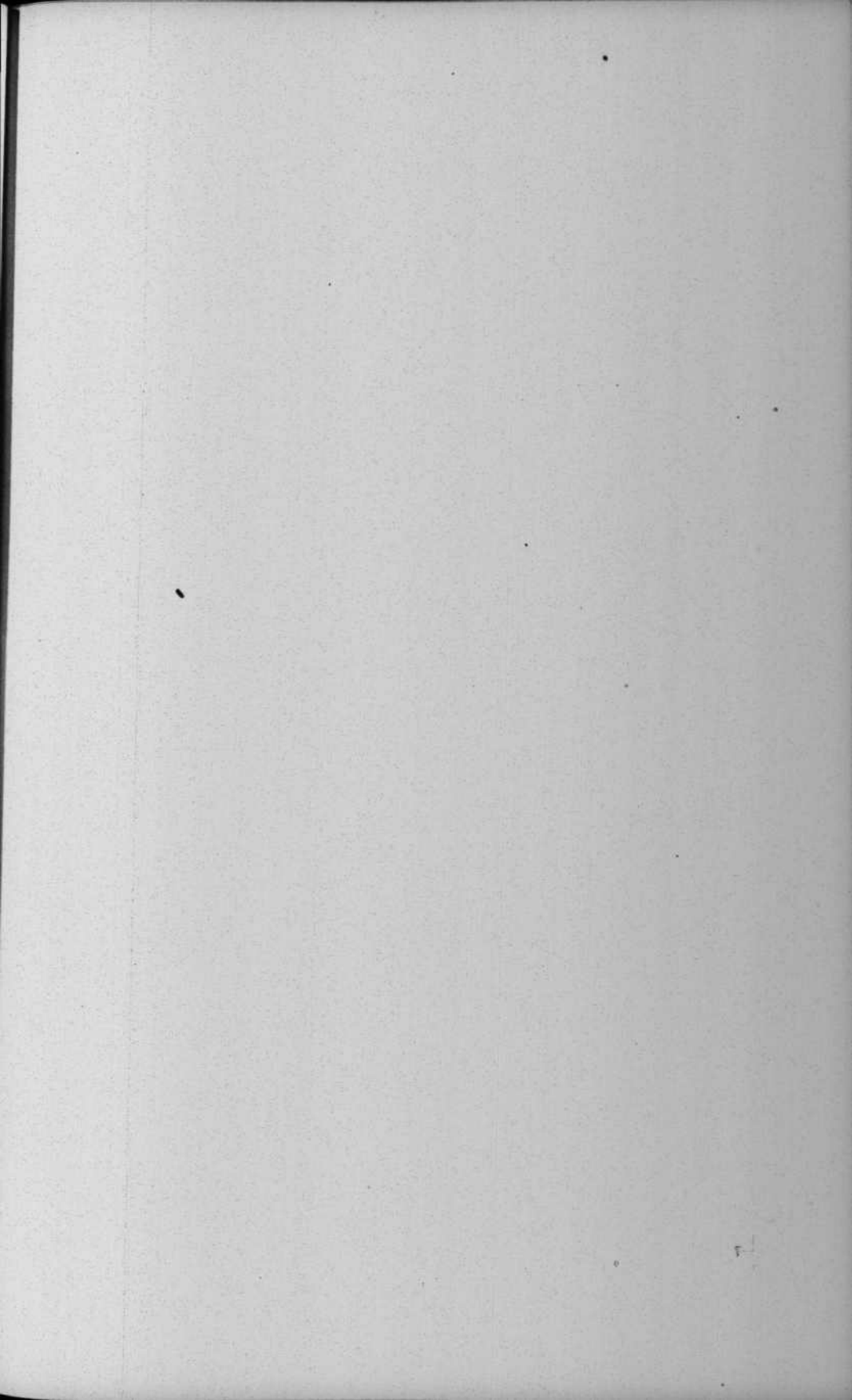
In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MIXED SHIPMENTS.

Note 1—The rates on live stock, as classified in this Exception Sheet, are based on the following valuations:

| | Each. |
|--|----------|
| Horses and mules, not over..... | \$ 75 00 |
| Horned cattle, not over | 30 00 |
| Stallions, jacks and bulls, not over | 150 00 |
| Lambs, calves, hogs or sheep, not over | 5 00 |
| Mare and colt, together, not over | 100 00 |
| Cow and calf, together, not over..... | 35 00 |

No. 2. Mixed shipment of cattle, hogs, lambs, etc., will be taken in carloads at carload rates for cattle, but carriers will be released from damage to animals caused by their own acts, or to each other, and from escape, if not haltered, suffocation, exhaustion from heat or cold.



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| Between Palatka Fla. Proper and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | | Per Carload. | | | | Per 100 lbs. |
|---------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|------|-------|--------------|------|-----|--|--------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | |
| FLORIDA SOUTHERN DIVISION. | | | | | | | | | | | | | | | | | | | | | | |
| †Francis..... Fla. | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 15 | 15 | 12 | 19 | 21 | 22 | 7 | 75 | 1 10 | 8 00 | 10 00 | 5 00 | 8 | | |
| Hollister..... Fla. | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 15 | 15 | 12 | 21 | 24 | 24 | 8 | 90 | 1 20 | 11 00 | 12 00 | 7 00 | 9 | | |
| †Mannville..... Fla. | | | | | | | | | | | | | | | | | | | | | | |
| Interlachen..... Fla. | | | | | | | | | | | | | | | | | | | | | | |
| †Keuka..... Fla. | | | | | | | | | | | | | | | | | | | | | | |
| Edgar..... Fla. | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 15 | 15 | 12 | 23 | 27 | 24 | 9 | 1 05 | 1 30 | 14 00 | 14 00 | 8 00 | 10. | | |
| †Johnson..... Fla. | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|---|----|----|----|----|----|---|----|----|
| †McMeekin..... | Fla. | } | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 15 | 15 | 12 | 23 | 27 | 24 | 9 | 1 | 05 | 1 | 30 | 14 | 00 | 14 | 00 | 8 | 00 | 10 |
| †Cone..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Cole Grove..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Hawthorne..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Waitsfield..... | Fla. | } | 42 | 38 | 34 | 28 | 26 | 21 | 19 | 15 | 15 | 12 | 25 | 30 | 24 | 10 | 1 | 20 | 1 | 40 | 16 | 00 | 15 | 00 | 9 | 00 | 11 |
| Grove Park..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Oliver Park..... | Fla. | } | 46 | 41 | 32 | 29 | 26 | 22 | 21 | 15 | 15 | 12 | 27 | 33 | 24 | 10 | 1 | 25 | 1 | 35 | 18 | 00 | 15 | 00 | 9 | 00 | 12 |
| †Alachua Sink..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Rocky Curve..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Denbys..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Prairie Creek..... | Fla. | } | 42 | 38 | 32 | 28 | 26 | 21 | 19 | 15 | 15 | 12 | 25 | 30 | 24 | 10 | 1 | 20 | 1 | 35 | 16 | 00 | 15 | 00 | 9 | 00 | 11 |
| Rochelle..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †River Styx..... | Fla. | } | 46 | 41 | 32 | 29 | 26 | 22 | 21 | 15 | 15 | 12 | 27 | 33 | 24 | 10 | 1 | 25 | 1 | 35 | 18 | 00 | 15 | 00 | 9 | 00 | 12 |
| †Micanopy Junction..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Williamsons..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Micanopy..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Powell..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Abbott..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Shuford..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Phillips..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Willows..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|----------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|---|--------------|---|----|--------------|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | | | | |
| FLORIDA SOUTHERN DIVISION. | | | | | | | | | | | | | | | | | | | | | | | | | |
| +Chamberlain..... Fla. | 46 | 41 | 32 | 29 | 26 | 22 | 21 | 15 | 15 | 12 | 27 | 36 | 24 | 10 | 1 | 25 | 1 | 35 | 18 | 00 | 15 | 00 | 9 | 00 | 12 |
| +Elmore..... Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tacoma..... Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Evinston..... Fla. | 46 | 41 | 36 | 29 | 26 | 22 | 21 | 15 | 15 | 12 | 27 | 33 | 24 | 10 | 1 | 25 | 1 | 35 | 18 | 00 | 15 | 00 | 9 | 00 | 12 |
| Boardman..... Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| McIntosh..... Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Orange Lake..... Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Citra..... Fla. | 50 | 44 | 40 | 31 | 28 | 25 | 22 | 16 | 16 | 12 | 29 | 36 | 25 | 10½ | 1 | 25 | 1 | 45 | 20 | 00 | 16 | 00 | 10 | 00 | 13 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|---|----|---|----|----|----|----|----|----|----|----|
| †Oaklawn..... | Fla. | 46 | 41 | 36 | 29 | 26 | 22 | 21 | 15 | 15 | 12 | 27 | 36 | 24 | 10 | 1 | 25 | 1 | 40 | 18 | 00 | 15 | 00 | 9 | 00 | 12 |
| †Millwood..... | Fla. | 50 | 44 | 40 | 31 | 28 | 24 | 22 | 16 | 16 | 12 | 29 | 36 | 25 | 10½ | 1 | 35 | 1 | 45 | 20 | 00 | 16 | 00 | 10 | 00 | 13 |
| Reddick..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lowell..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Martin..... | Fla. | 54 | 47 | 43 | 33 | 30 | 26 | 23 | 17 | 17 | 13 | 31 | 39 | 26 | 11 | 1 | 40 | 1 | 50 | 22 | 00 | 17 | 00 | 11 | 00 | 14 |
| Kendrick..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ocala..... | Fla. | 54 | 47 | 43 | 34 | 32 | 27 | 24 | 18 | 18 | 14 | 31 | 39 | 27 | 11½ | 1 | 45 | 1 | 55 | 22 | 00 | 18 | 00 | 11 | 00 | 14 |
| †Orange Avenue..... | Fla. | 58 | 50 | 46 | 36 | 34 | 28 | 25 | 19 | 19 | 15 | 33 | 42 | 28 | 12 | 1 | 50 | 1 | 60 | 23 | 00 | 19 | 00 | 12 | 00 | 15 |
| †Montague..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Hayes..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Welshton..... | Fla. | 58 | 50 | 46 | 36 | 34 | 29 | 25 | 19 | 19 | 15 | 33 | 42 | 28 | 12 | 1 | 50 | 1 | 60 | 23 | 00 | 19 | 00 | 12 | 00 | 15 |
| Candler..... | Fla. | 62 | 53 | 48 | 37 | 34 | 30 | 25 | 19 | 19 | 15 | 35 | 44 | 28 | 12 | 1 | 50 | 1 | 60 | 23 | 00 | 19 | 00 | 12 | 00 | 16 |
| Ocklawaha..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Weir Park..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| East Lake..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stanton..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weirsdale..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Conant..... | Fla. | 65 | 56 | 50 | 39 | 35 | 30 | 26 | 20 | 20 | 16 | 37 | 45 | 29 | 12½ | 1 | 55 | 1 | 65 | 25 | 00 | 20 | 00 | 13 | 00 | 17 |
| Lady Lake..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |

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|------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|----|---|---------------|----|----|-------------|--------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| FLORIDA SOUTHERN DIVISION. | | | | | | | | | | | | | | | | | | | | | | |
| Fruitland Park..... Fla. | 65 | 56 | 52 | 40 | 37 | 30 | 27 | 21 | 21 | 16 | 37 | 46 | 30 | 13 | 1 | 60 | 1 | 70 | 26 | 00 | 21 00 13 00 | 17 |
| Leesburg..... Fla. | 65 | 58 | 52 | 41 | 37 | 30 | 27 | 21 | 21 | 16 | 39 | 46 | 30 | 13 | 1 | 60 | 1 | 70 | 26 | 00 | 21 00 13 00 | 18 |
| †Hepsidam..... Fla. | 68 | 59 | 52 | 41 | 38 | 34 | 27 | 21 | 21 | 16 | 39 | 46 | 30 | 13 | 1 | 60 | 1 | 70 | 26 | 00 | 21 00 13 00 | 18 |
| †Helena..... Fla. | | | | | | | | | | | | | | | | | | | | | | |
| †Okahumpka..... Fla. | | | | | | | | | | | | | | | | | | | | | | |
| †Cason..... Fla. | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------|------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|---|----|---|----|----|----|----|----|----|----|----|--|
| Center Hill | Fla. | 70 | 61 | 53 | 43 | 40 | 37 | 28 | 22 | 22 | 17 | 41 | 47 | 31 | 13½ | 1 | 65 | 1 | 75 | 27 | 00 | 22 | 00 | 14 | 00 | 19 | |
| Webster | Fla. | 70 | 61 | 53 | 43 | 40 | 38 | 28 | 22 | 22 | 17 | 41 | 47 | 31 | 13½ | 1 | 65 | 1 | 75 | 27 | 00 | 22 | 00 | 14 | 00 | 19 | |
| Dragem Junction | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Pemberton | Fla. | 72 | 63 | 54 | 45 | 41 | 39 | 29 | 23 | 23 | 17 | 42 | 48 | 32 | 14 | 1 | 70 | 1 | 80 | 27 | 00 | 23 | 00 | 14 | 00 | 20 | |
| †Delaware | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fitzgerald | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Couper | Fla. | 77 | 68 | 59 | 48 | 46 | 40 | 31 | 28 | 28 | 20 | 45 | 52 | 38 | 15 | 1 | 95 | 2 | 05 | 29 | 00 | 25 | 00 | 16 | 00 | 21 | |
| †Bishops | Fla. | 77 | 68 | 59 | 50 | 46 | 42 | 32 | 28 | 28 | 20 | 47 | 53 | 38 | 15½ | 1 | 95 | 2 | 05 | 29 | 00 | 26 | 00 | 17 | 00 | 22 | |
| Brooksville | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ST. J. & L. E. DIVISION. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Grand View | Fla. | 65 | 58 | 52 | 42 | 37 | 30 | 28 | 22 | 22 | 17 | 39 | 47 | 31 | 13½ | 1 | 65 | 1 | 75 | 27 | 00 | 22 | 00 | 14 | 00 | 18 | |
| †Belle-Reva | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Bonaventure | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Tillson | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Orange Bend | Fla. | 65 | 58 | 52 | 43 | 37 | 30 | 28 | 22 | 22 | 17 | 39 | 47 | 31 | 13½ | 1 | 65 | 1 | 75 | 27 | 00 | 22 | 00 | 14 | 00 | 19 | |
| †Libson | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Lancaster | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Island | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Glidewell | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Fort Mason | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|-----|---------------|----|---|--------------|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | |
| | | | | | | | | | | | | | | | | | | | | | |
| St. J. & L. E. Division. | | | | | | | | | | | | | | | | | | | | | |
| Umatilla Fla. | } | | | | | | | | | | | | | | | | | | | | |
| †Glendale Fla. | | | | | | | | | | | | | | | | | | | | | |
| Altoona Fla. | | | | | | | | | | | | | | | | | | | | | |
| †Pittman Fla. | | | | | | | | | | | | | | | | | | | | | |
| †Summit Fla. | | | | | | | | | | | | | | | | | | | | | |
| †Sellars Lake Fla. | | | | | | | | | | | | | | | | | | | | | |
| †Cummings Fla. | | 65 | 58 | 52 | 43 | 37 | 30 | 28 | 22 | 22 | 17 | 39 | 47 | 31 | 13½ | 1 | 65 | 1 | 75 | 27 | 00 |
| †Astor Park Fla. | | 22 | 00 | 22 | 00 | 14 | 00 | 19 | | | | | | | | | | | | | |
| Eustis Fla. | | | | | | | | | | | | | | | | | | | | | |
| †Mount Homer Fla. | | | | | | | | | | | | | | | | | | | | | |
| †Tavares Fla. | | | | | | | | | | | | | | | | | | | | | |
| †Lane Park Fla. | | | | | | | | | | | | | | | | | | | | | |

ST. J. & L. E. DIVISION.

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------|------|----|----|----|----|----|----|----|----|----|---|----|----|----|---|---|----|---|----|-----|----|----|----|----|----|
| Astor... | Fla. | 24 | 21 | 20 | 17 | 13 | 11 | 12 | 10 | 10 | 9 | 18 | 22 | 19 | 8 | 1 | 15 | 1 | 15 | ... | 18 | 00 | 12 | 00 | 13 |
|----------|------|----|----|----|----|----|----|----|----|----|---|----|----|----|---|---|----|---|----|-----|----|----|----|----|----|

SO. FLA. DIVISION.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|---|----|----|----|----|----|----|----|----|
| Inverness..... | Fla. | } | 72 | 62 | 56 | 44 | 42 | 37 | 29 | 28 | 26 | 21 | 41 | 50 | 42 | 14 | 1 | 85 | 1 | 95 | 29 | 00 | 23 | 00 | 15 | 00 | 19 |
| †Cove Bend..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Hambro..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Floral City..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|---|----|---|----|----|----|----|----|----|----|----|
| †Bradley..... | Fla. | } | 75 | 65 | 58 | 46 | 44 | 39 | 30 | 28 | 26 | 21 | 43 | 51 | 42 | 14½ | 1 | 90 | 2 | 00 | 31 | 00 | 24 | 00 | 16 | 00 | 20 |
| †Pineola..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Istachatta..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Bonnie May Mines..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|---|----|----|----|----|----|----|----|----|
| †Oriole..... | Fla. | } | 72 | 63 | 54 | 45 | 41 | 39 | 29 | 23 | 23 | 17 | 42 | 48 | 32 | 14 | 1 | 70 | 1 | 80 | 28 | 00 | 23 | 00 | 14 | 00 | 20 |
| †Bay City..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Trilby..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Owensboro..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Mabry..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|---|----|---|----|----|----|----|----|----|----|----|
| Dade City..... | Fla. | 74 | 65 | 55 | 47 | 44 | 40 | 31 | 24 | 24 | 18 | 43 | 49 | 33 | 14½ | 1 | 75 | 1 | 85 | 29 | 00 | 24 | 00 | 15 | 00 | 21 |
|----------------|------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|---|----|---|----|----|----|----|----|----|----|----|

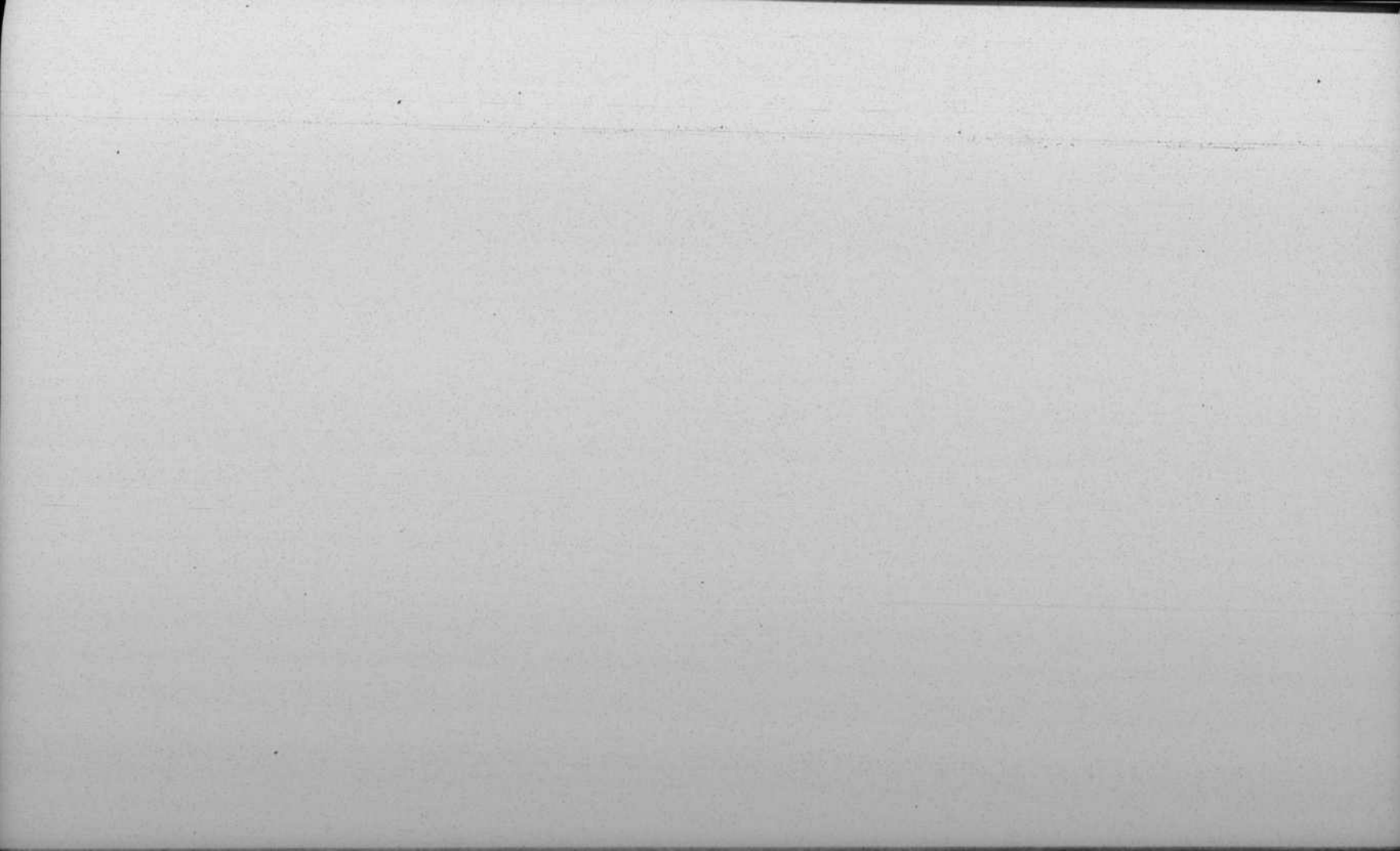
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|---|----|---|----|----|----|----|----|----|----|-----|
| †Ellerslie..... | Fla. | } | 76 | 67 | 56 | 49 | 45 | 40 | 31 | 24 | 25 | 18 | 44 | 50 | 34 | 14½ | 1 | 80 | 1 | 86 | 34 | 00 | 25 | 00 | 16 | 00 | 21½ |
| †Richland..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Lumberton..... | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|----|---|---------------|----|----|--------------|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | | | | |
| So. Fla. Division. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Flatford Fla. | 78 | 69 | 57 | 51 | 46 | 40 | 32 | 25 | 26 | 19 | 45 | 51 | 35 | 14½ | 1 | 80 | 1 | 87 | 31 | 00 | 26 | 00 | 16 | 00 | 22 |
| Millards Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Tedderville Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kathleen Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Galloway Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lakeland Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bartow Fla. | 78 | 69 | 57 | 51 | 46 | 40 | 32 | 25 | 26 | 19 | 45 | 51 | 35 | 16½ | 2 | 16 | 2 | 22 | 37 | 00 | 30 | 00 | 19 | 00 | 25 |



Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the
State of Florida. Special No. 5.

FOR PLANT SYSTEM OF RAILWAYS.

Taking Effect April 4, 1898.

Tallahassee, Fla., March 29, 1898.

| Between Gainesville, Fla., and | Per Hundred Pounds. | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | Per Carload. | | | | Per 100 Pounds. |
|--|---------------------|----|----|----|----|----|----|---|---|---|----|-------------|-----------------|----------|----|--------------|-------|-------|------|-----------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R |
| FLORIDA SOUTHERN DIVISION. | | | | | | | | | | | | | | | | | | | | |
| Rochelle, †Oliver Park . . . Fla. } †Prairie Creek Fla. } | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 9 | 9 | 9 | 18 | 21 | 16 | 6 | 72 | 77 | 8 00 | 10 00 | 5 00 | 8 |
| †Francis Fla. } †Hollister, †Manville . . . Fla. } Interlachen, †Zeuka Fla. } Edgar, †Johnson Fla. } †McMeekin, †Cones Fla. } Colegrove, Hawthorne . . . Fla. } | 34 | 30 | 26 | 21 | 20 | 17 | 15 | 9 | 9 | 9 | 18 | 22 | 18 | 6 | 87 | 1 02 | 11 00 | 10 50 | 6 00 | 8 |

[illegible]

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the
State of Florida.

Special No. 5.

FOR PLANT SYSTEM OF RAILWAYS.—Continued.

Taking Effect April 4, 1898.

Tallahassee, Fla., March 29, 1898.

| Between Gainesville, Fla., and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | Per Carload. | | | Per 100 Pounds. | | | |
|--------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|------|--------------|----|----|-----------------|----|-------|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | | K | L | M | N | O | | P | R | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Ocklawaha Fla. | } | | | | | | | | | | | | | | | | | | | | | | |
| Candler Fla. | | | | | | | | | | | | | | | | | | | | | | | |
| † Weir Park Fla. | | 50 | 42 | 38 | 29 | 28 | 25 | 19 | 13 | 13 | 12 | 26 | 30 | 22 | 8 1 | 12 1 | 22 | 16 | 00 | 14 | 50 | 9 00 | 12 |
| † Eastlake Fla. | | | | | | | | | | | | | | | | | | | | | | | |
| Stanton Fla. | | | | | | | | | | | | | | | | | | | | | | | |
| Weirsdale Fla. | | | | | | | | | | | | | | | | | | | | | | | |
| † Conant, Lady Lake Fla. | | 53 | 45 | 40 | 31 | 29 | 25 | 20 | 14 | 14 | 13 | 28 | 31 | 23 | 8½ | 17 1 | 27 | 18 | 00 | 15 | 50 | 10 00 | 13 |
| † Fruitland Park Fla. | } | | | | | | | | | | | | | | | | | | | | | | |
| Leesburg Fla. | | 53 | 47 | 42 | 33 | 31 | 25 | 21 | 15 | 15 | 13 | 30 | 32 | 24 | 9 1 | 22 1 | 32 | 19 | 00 | 16 | 50 | 10 00 | 14 |

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the
State of Florida.

Special No. 5.

FOR PLANT SYSTEM OF RAILWAYS—Continued.

Taking Effect April 4, 1898.

Tallahassee, Fla, March 29, 1898.

| Between Gainesville, Fla., and | Per Hundred Pounds. | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | Per Carload. | | | | Per 100 Pounds. | | | | | | |
|--------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|----|--------------|----|---|----|-----------------|----|----|----|----|----|----|
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | | | | | |
| Eustis.....Fla. | } | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Tavares.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Grand Island.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Mt. Homer.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Lane Park.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Lancaster.....Fla. | | 53 | 47 | 42 | 35 | 31 | 25 | 22 | 16 | 16 | 14 | 30 | 33 | 25 | 9½ | 1 | 27 | 1 | 37 | 20 | 00 | 17 | 50 | 11 | 00 | 15 |
| †Lisbon.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Laniers.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Orange Bend.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Tillson.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Belle-Reva.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Grandview.....Fla. | | | | | | | | | | | | | | | | | | | | | | | | | | |

CHARLOTTE HARBOR DIVISION.

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|---|----|----|----|----|----|----|----|----|
| Bartow | Fla. | 82 | 72 | 62 | 52 | 49 | 44 | 33 | 27 | 27 | 20 | 48 | 54 | 38 | 16 | 2 | 05 | 2 | 15 | 34 | 00 | 27 | 00 | 17 | 00 | 23 |
| †Pharr | Fla. | 84 | 74 | 63 | 54 | 50 | 45 | 34 | 28 | 28 | 21 | 49 | 55 | 39 | 16 | 2 | 10 | 2 | 20 | 35 | 00 | 28 | 00 | 18 | 00 | 24 |
| Moore | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Homeland | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Pembroke | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fort Meade | Fla. | 86 | 76 | 64 | 56 | 51 | 46 | 35 | 28 | 29 | 21 | 50 | 56 | 40 | 16 | 2 | 15 | 2 | 21 | 36 | 00 | 29 | 00 | 19 | 00 | 24 |
| †Acme | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Jane Jay | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bowling Green | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Torry | Fla. | 88 | 78 | 65 | 58 | 52 | 47 | 36 | 29 | 30 | 22 | 51 | 57 | 41 | 16 | 2 | 16 | 2 | 22 | 37 | 00 | 30 | 00 | 19 | 00 | 25 |
| Wauchula | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Scott's | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zolfo | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Calvenia | Fla. | 90 | 80 | 66 | 60 | 53 | 48 | 37 | 30 | 31 | 23 | 52 | 58 | 42 | 16 | 2 | 17 | 2 | 23 | 38 | 00 | 30 | 50 | 20 | 00 | 25 |
| †Swindells | Fla. | 92 | 82 | 67 | 61 | 54 | 49 | 38 | 31 | 32 | 23 | 52 | 60 | 43 | 18 | 2 | 18 | 2 | 24 | 38 | 00 | 31 | 00 | 20 | 00 | 26 |
| †Brownsville | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arcadia | Fla. | | | | | | | | | | | | | | | | | | | | | | | | | |

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the
State of Florida.

Special No. 5.

FOR PLANT SYSTEM OF RAILWAYS.—Continued.

Taking Effect April 4, 1898.

Tallahassee, Fla., March 29, 1898.

| Between Gainesville, Fla., and | Per Hundred Pounds. | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | | | Per Carload. | | | | Per 100 Pounds. | | | |
|--------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|---|----|---|--------------|----|----|----|-----------------|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | | | | |
| Nocatee.....Fla. } | 94 | 84 | 68 | 62 | 55 | 50 | 39 | 32 | 33 | 24 | 53 | 61 | 44 | 18 | 2 | 19 | 2 | 25 | 39 | 00 | 31 | 00 | 21 | 00 | 26½ |
| †Hull .....Fla. } | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fort Ogden.....Fla. } | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Liverpool .....Fla. } | 96 | 86 | 69 | 63 | 56 | 51 | 40 | 33 | 34 | 24 | 53 | 62 | 45 | 18 | 2 | 20 | 2 | 26 | 39 | 00 | 31 | 00 | 21 | 00 | 27 |
| †Cleveland.....Fla. } | | | | | | | | | | | | | | | | | | | | | | | | | |
| Punta Gorda.....Fla. | 98 | 88 | 70 | 64 | 57 | 52 | 41 | 34 | 35 | 25 | 54 | 63 | 46 | 18 | 2 | 21 | 2 | 27 | 39 | 00 | 32 | 00 | 22 | 00 | 27½ |

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
 FOR PLANT SYSTEM OF RAILWAYS,
 Between Baker's Mill and Gainesville, Fla., Inclusive, and Boulogne, Fla., to Jacksonville, Inclusive.

| Distances. | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | | Per Carload. | | | Per 100 Pounds. | Rosin. | Turpentine. |
|------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|------|-------|--------------|-------|----|-----------------|--------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | | K | L | M | N | O | P |  |  |  | R |
| 5 Miles | 18 | 17 | 15 | 12 | 11 | 9 | 9 | 6 | 4½ | 1 | 11 | 12 | 9 | 4 | 35 | 55 | 8 00 | 5 50 | 4 00 | 4 | 3 | 4 | |
| 10 " | 24 | 21 | 20 | 15 | 14 | 12 | 12 | 8 | 5½ | 5 | 14 | 15 | 11 | 5 | 50 | 80 | 8 00 | 6 00 | 5 00 | 5 | 4 | 6 | |
| 15 " | 27 | 24 | 23 | 18 | 17 | 14 | 14 | 9 | 6 | 5½ | 17 | 18 | 12½ | 5½ | 55 | 85 | 11 00 | 9 00 | 6 00 | 5½ | 4½ | 6 | |
| 20 " | 30 | 27 | 24 | 21 | 18 | 15 | 15 | 10 | 7 | 6 | 18 | 21 | 14 | 6 | 60 | 90 | 11 00 | 10 00 | 7 00 | 6 | 5 | 7 | |
| 25 " | 33 | 30 | 27 | 24 | 20 | 17 | 17 | 11 | 7½ | 7 | 20 | 24 | 15 | 6½ | 65 | 95 | 14 00 | 11 00 | 8 00 | 6½ | 5 | 7 | |
| 30 " | 36 | 32 | 29 | 26 | 21 | 17 | 17 | 11 | 7½ | 7 | 21 | 26 | 15 | 7 | 70 | 1 00 | 14 00 | 11 00 | 8 00 | 7 | 5½ | 8 | |
| 35 " | 39 | 35 | 32 | 29 | 23 | 18 | 18 | 12 | 8 | 7½ | 23 | 29 | 16 | 7½ | 75 | 1 05 | 16 00 | 12 00 | 9 00 | 7½ | 6 | 8 | |
| 40 " | 41 | 36 | 33 | 30 | 24 | 18 | 18 | 12 | 8 | 7½ | 24 | 30 | 16 | 8 | 80 | 1 10 | 16 00 | 12 00 | 9 00 | 8 | 6½ | 9 | |
| 45 " | 44 | 39 | 36 | 32 | 26 | 20 | 20 | 13 | 8½ | 8 | 26 | 32 | 17½ | 8 | 85 | 1 15 | 18 00 | 13 00 | 10 00 | 8½ | 6½ | 9 | |
| 50 " | 45 | 41 | 37 | 33 | 27 | 20 | 20 | 13 | 9 | 8 | 27 | 33 | 17½ | 8 | 90 | 1 20 | 18 00 | 13 00 | 10 00 | 9 | 6½ | 10 | |
| 55 " | 48 | 44 | 39 | 35 | 28 | 21 | 21 | 14 | 9 | 8½ | 28 | 35 | 18 | 8 | 95 | 1 25 | 20 00 | 14 00 | 10 00 | 9 | 6½ | 10 | |
| 60 " | 49 | 45 | 39 | 35 | 28 | 21 | 21 | 14 | 9 | 8½ | 28 | 35 | 18 | 9 | 95 | 1 30 | 20 00 | 14 00 | 11 00 | 10 | 7 | 11 | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|---|----|----|----|----|----|----|----|----|--------|-------|----|----|--------|--------|---|----|---|----|----|----|----|----|----|----|----|-------|----|
| 70 | " | 50 | 40 | 41 | 30 | 28 | 21 | 21 | 15 | 10 | 9 | 28 | 30 | 10 | 91 | 1 | 05 | 1 | 45 | 24 | 00 | 16 | 00 | 12 | 00 | 11 | 7 1/2 | 12 |
| 75 | " | 53 | 49 | 42 | 38 | 29 | 22 | 22 | 16 | 10 | 9 1/2 | 29 | 38 | 20 | 91 1/2 | 1 | 10 | 1 | 50 | 24 | 00 | 16 | 00 | 12 | 00 | 12 | 7 1/2 | 13 |
| 80 | " | 55 | 50 | 43 | 39 | 29 | 22 | 22 | 16 | 10 | 9 1/2 | 29 | 39 | 20 | 91 1/2 | 1 | 10 | 1 | 50 | 24 | 00 | 16 | 00 | 12 | 00 | 12 | 7 1/2 | 13 |
| 85 | " | 57 | 52 | 45 | 40 | 31 | 24 | 24 | 17 | 11 | 10 | 31 | 40 | 21 1/2 | 91 1/2 | 1 | 15 | 1 | 55 | 26 | 00 | 17 | 00 | 13 | 00 | 12 | 7 1/2 | 13 |
| 90 | " | 59 | 53 | 46 | 40 | 31 | 24 | 24 | 17 | 11 | 10 | 31 | 40 | 21 1/2 | 91 1/2 | 1 | 15 | 1 | 60 | 26 | 00 | 17 | 00 | 13 | 00 | 13 | 7 1/2 | 14 |
| 95 | " | 62 | 55 | 48 | 40 | 31 | 25 | 25 | 18 | 11 1/2 | 11 | 31 | 40 | 23 | 10 | 1 | 20 | 1 | 65 | 28 | 00 | 17 | 00 | 14 | 00 | 14 | 8 | 15 |
| 100 | " | 62 | 55 | 48 | 40 | 31 | 25 | 25 | 18 | 11 1/2 | 11 | 31 | 40 | 23 | 10 | 1 | 20 | 1 | 70 | 28 | 00 | 17 | 00 | 14 | 00 | 14 | 8 | 15 |

When the mileage does not end in 0 or 5, the nearest mileage so ending shall govern. Thus: For a distance of 27 miles, charge for 25 miles; for 28 miles, charge for 30 miles.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
FOR PLANT SYSTEM OF RAILWAYS.
 Local Mileage Tariff.

| Distances. | | Per Hundred Pounds. | | | | | | | | | | | | | | Per Barrel. | Per 100 lbs. | Per Ton 2,000 Lbs. | | Per Carload. | | | Per 100 Pounds. | | | |
|-------------------------|--|---------------------|----|----|----|----|----|----|----|----|----|----|----|----|-----|----------------|-----------------|--------------------------|-------|--------------|-------|------|--------------------|--|--|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 Miles and under..... | | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | | 9 | 19 | 21 | 16 | 7 | | 75 | 1 10 | 8 00 | 10 00 | 5 00 | 8 | | | |
| 20 " " over 10 Miles... | | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18 | 8 | | 90 | 1 20 | 11 00 | 12 00 | 7 00 | 9 | | | | |
| 30 " " " 20 "... | | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 14 | 14 | 11 | 23 | 27 | 20 | 9 | 1 05 | 1 30 | 14 00 | 14 00 | 8 00 | 10 | | | | | |
| 40 " " " 30 "... | | 42 | 38 | 34 | 28 | 26 | 21 | 19 | 15 | 15 | 11 | 25 | 30 | 22 | 10 | 1 20 | 1 40 | 16 00 | 15 00 | 9 00 | 11 | | | | | |
| 50 " " " 40 "... | | 46 | 41 | 37 | 30 | 28 | 23 | 21 | 16 | 16 | 12 | 27 | 33 | 24 | 10½ | 1 30 | 1 50 | 18 00 | 16 00 | 10 00 | 12 | | | | | |
| 60 " " " 50 "... | | 50 | 44 | 40 | 32 | 30 | 25 | 23 | 17 | 17 | 13 | 29 | 36 | 26 | 11 | 1 40 | 1 60 | 20 00 | 17 00 | 11 00 | 13 | | | | | |
| 70 " " " 60 "... | | 54 | 47 | 43 | 34 | 32 | 27 | 24 | 18 | 18 | 14 | 31 | 39 | 28 | 11½ | 1 50 | 1 70 | 22 00 | 18 00 | 11 00 | 14 | | | | | |
| 80 " " " 70 "... | | 58 | 50 | 46 | 36 | 34 | 29 | 25 | 19 | 19 | 15 | 33 | 42 | 30 | 12 | 1 60 | 1 75 | 24 00 | 19 00 | 12 00 | 15 | | | | | |
| 90 " " " 80 "... | | 62 | 53 | 49 | 38 | 36 | 31 | 26 | 20 | 20 | 15 | 35 | 45 | 31 | 12½ | 1 70 | 1 80 | 26 00 | 20 00 | 13 00 | 16 | | | | | |
| 100 " " " 90 "... | | 66 | 56 | 52 | 40 | 38 | 33 | 27 | 21 | 21 | 16 | 37 | 47 | 32 | 13 | 1 75 | 1 85 | 28 00 | 21 00 | 14 00 | 17 | | | | | |
| 110 " " " 100 "... | | 69 | 59 | 55 | 42 | 40 | 35 | 29 | 23 | 23 | 17 | 39 | 49 | 34 | 13½ | 1 80 | 1 90 | 30 00 | 23 00 | 15 00 | 18 | | | | | |

| 130 Miles | | and over 120 Miles | | 120 Miles | | 110 Miles | | 100 Miles | | 90 Miles | | 80 Miles | | 70 Miles | | 60 Miles | | 50 Miles | | 40 Miles | | 30 Miles | | 20 Miles | | 10 Miles | | Under 10 Miles | | | |
|-----------|---|--------------------|---|-----------|---|-----------|----|-----------|----|----------|----|----------|----|----------|----|----------|----|----------|----|----------|----|----------|----|----------|----|----------|----|----------------|----|--------|--------|
| 140 | " | " | " | 130 | " | 78 | 68 | 60 | 48 | 46 | 41 | 31 | 25 | 25 | 19 | 15 | 52 | 36 | 15 | 1 | 55 | 2 | 65 | 32 | 66 | 24 | 66 | 16 | 66 | 21 | |
| 150 | " | " | " | 140 | " | 80 | 70 | 61 | 50 | 48 | 43 | 32 | 26 | 26 | 20 | 17 | 53 | 37 | 15 | 1/2 | 2 | 00 | 2 | 10 | 33 | 00 | 26 | 00 | 17 | 00 | 22 |
| 160 | " | " | " | 150 | " | 82 | 72 | 62 | 52 | 49 | 44 | 33 | 27 | 27 | 20 | 16 | 54 | 38 | 16 | 2 | 05 | 2 | 15 | 34 | 00 | 27 | 00 | 17 | 00 | 23 | |
| 170 | " | " | " | 160 | " | 84 | 74 | 63 | 54 | 50 | 45 | 34 | 28 | 28 | 21 | 49 | 55 | 39 | 16 | 1/2 | 2 | 10 | 2 | 20 | 35 | 00 | 28 | 00 | 18 | 00 | 24 |
| 180 | " | " | " | 170 | " | 86 | 76 | 64 | 56 | 51 | 46 | 35 | 28 | 29 | 21 | 50 | 56 | 40 | 16 | 1/2 | 2 | 15 | 2 | 21 | 36 | 00 | 29 | 00 | 19 | 00 | 24 1/2 |
| 190 | " | " | " | 180 | " | 88 | 78 | 65 | 58 | 52 | 47 | 36 | 29 | 30 | 22 | 51 | 57 | 41 | 16 | 1/2 | 2 | 16 | 2 | 22 | 37 | 00 | 30 | 00 | 19 | 00 | 25 |
| 200 | " | " | " | 190 | " | 90 | 80 | 66 | 60 | 53 | 48 | 37 | 30 | 31 | 23 | 52 | 58 | 42 | 16 | 1/2 | 2 | 17 | 2 | 23 | 38 | 00 | 30 | 50 | 20 | 00 | 25 1/2 |
| 210 | " | " | " | 200 | " | 92 | 82 | 67 | 61 | 54 | 49 | 38 | 31 | 32 | 23 | 52 | 60 | 43 | 18 | 2 | 18 | 2 | 24 | 38 | 00 | 31 | 00 | 20 | 00 | 26 | |
| 220 | " | " | " | 210 | " | 94 | 84 | 68 | 62 | 55 | 50 | 39 | 32 | 33 | 24 | 53 | 61 | 44 | 18 | 2 | 19 | 2 | 25 | 39 | 00 | 31 | 00 | 21 | 00 | 26 1/2 | |
| 230 | " | " | " | 220 | " | 96 | 86 | 69 | 63 | 56 | 51 | 40 | 33 | 34 | 24 | 53 | 62 | 45 | 18 | 2 | 20 | 2 | 26 | 39 | 00 | 31 | 00 | 21 | 00 | 27 | |
| 240 | " | " | " | 230 | " | 98 | 88 | 70 | 64 | 57 | 52 | 41 | 34 | 35 | 25 | 54 | 63 | 46 | 18 | 2 | 21 | 2 | 27 | 39 | 00 | 32 | 00 | 22 | 00 | 27 1/2 | |
| 250 | " | " | " | 240 | " | 100 | 90 | 71 | 65 | 58 | 53 | 42 | 35 | 36 | 26 | 54 | 64 | 47 | 18 | 2 | 22 | 2 | 28 | 40 | 00 | 32 | 00 | 22 | 00 | 28 | |
| 260 | " | " | " | 250 | " | 101 | 91 | 72 | 66 | 59 | 54 | 43 | 36 | 37 | 26 | 55 | 65 | 48 | 20 | 2 | 23 | 2 | 29 | 41 | 00 | 32 | 00 | 22 | 00 | 28 1/2 | |
| 270 | " | " | " | 260 | " | 102 | 91 | 73 | 67 | 60 | 55 | 44 | 37 | 38 | 26 | 55 | 66 | 49 | 20 | 2 | 24 | 2 | 30 | 41 | 00 | 33 | 00 | 23 | 00 | 29 | |
| 280 | " | " | " | 270 | " | 103 | 92 | 74 | 68 | 61 | 56 | 45 | 38 | 39 | 27 | 56 | 67 | 50 | 20 | 2 | 25 | 2 | 31 | 42 | 00 | 33 | 00 | 23 | 00 | 29 1/2 | |
| 290 | " | " | " | 280 | " | 104 | 92 | 75 | 69 | 62 | 57 | 46 | 39 | 40 | 27 | 57 | 68 | 51 | 20 | 2 | 26 | 2 | 32 | 42 | 00 | 33 | 00 | 24 | 00 | 30 | |
| 300 | " | " | " | 290 | " | 105 | 93 | 76 | 70 | 63 | 58 | 47 | 40 | 41 | 28 | 57 | 69 | 52 | 20 | 2 | 27 | 2 | 33 | 43 | 00 | 34 | 00 | 24 | 00 | 30 | |
| 310 | " | " | " | 300 | " | 106 | 94 | 77 | 71 | 64 | 59 | 48 | 41 | 42 | 28 | 58 | 70 | 53 | 21 | 2 | 28 | 2 | 34 | 43 | 00 | 34 | 00 | 24 | 00 | 31 | |
| 320 | " | " | " | 310 | " | 107 | 95 | 78 | 71 | 64 | 59 | 48 | 41 | 42 | 28 | 58 | 71 | 53 | 21 | 2 | 29 | 2 | 35 | 44 | 00 | 34 | 00 | 24 | 00 | 31 | |

Schedule of Freight Tariffs Revised, Allowed, and Adopted by the Railroad Commission of the State of Florida.
FOR PLANT SYSTEM OF RAILWAYS—Continued.
Local Mileage Tariff.

| Distances. | | Per Hundred Pounds. | | | | | | | | | | | | | | Per Barrel. | Per 100 lbs. | Per Ton 2,000 lbs. | Per Carload. | | | | Per 100 Pounds. |
|------------|--------------------|---------------------|-----|----|----|----|----|----|----|----|----|----|----|----|----|----------------|-----------------|--------------------------|--------------|-------|----|--|--------------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | |
| 330 Miles | and over 320 Miles | 108 | 95 | 78 | 72 | 65 | 60 | 49 | 42 | 43 | 29 | 59 | 72 | 54 | 21 | 2 30 | 2 36 | 44 00 | 35 00 | 25 00 | 32 | | |
| 340 " | " " 330 " | 109 | 96 | 79 | 72 | 66 | 60 | 49 | 42 | 43 | 30 | 60 | 73 | 54 | 22 | 2 31 | 2 37 | 45 00 | 35 00 | 25 00 | 32 | | |
| 350 " | " " 340 " | 109 | 96 | 79 | 73 | 66 | 61 | 50 | 43 | 44 | 30 | 60 | 74 | 55 | 22 | 2 32 | 2 38 | 45 00 | 35 00 | 25 00 | 33 | | |
| 360 " | " " 350 " | 110 | 96 | 80 | 73 | 66 | 61 | 50 | 43 | 44 | 31 | 61 | 75 | 55 | 22 | 2 33 | 2 39 | 46 00 | 35 00 | 25 00 | 34 | | |
| 370 Miles | " " 360 " | 111 | 97 | 80 | 73 | 66 | 61 | 50 | 43 | 44 | 31 | 61 | 76 | 55 | 22 | 2 34 | 2 40 | 46 00 | 35 00 | 26 00 | 34 | | |
| 380 " | " " 370 " | 112 | 98 | 81 | 74 | 67 | 62 | 51 | 44 | 45 | 32 | 61 | 77 | 56 | 23 | 2 35 | 2 43 | 47 00 | 36 00 | 27 00 | 35 | | |
| 390 " | " " 380 " | 113 | 99 | 82 | 74 | 67 | 62 | 51 | 44 | 45 | 32 | 61 | 78 | 56 | 23 | 2 36 | 2 46 | 47 00 | 36 00 | 27 00 | 35 | | |
| 400 " | " " 390 " | 114 | 100 | 83 | 75 | 68 | 62 | 51 | 44 | 45 | 32 | 62 | 79 | 56 | 23 | 2 37 | 2 50 | 48 00 | 36 00 | 28 00 | 36 | | |
| 410 " | " " 400 " | 115 | 101 | 84 | 76 | 69 | 63 | 52 | 45 | 46 | 34 | 63 | 80 | 57 | 24 | 4 10 | 3 97 | 51 00 | 36 00 | 34 00 | 37 | | |
| 420 " | " " 410 " | 115 | 101 | 84 | 76 | 69 | 63 | 52 | 45 | 46 | 34 | 63 | 80 | 57 | 24 | 4 10 | 3 97 | 51 00 | 36 00 | 34 00 | 37 | | |
| 430 " | " " 420 " | 115 | 101 | 84 | 76 | 69 | 63 | 52 | 45 | 46 | 34 | 63 | 80 | 57 | 24 | 4 10 | 3 97 | 51 00 | 36 00 | 34 00 | 37 | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|---|---|---|-----|---|----|-----|-----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|---|----|----|----|----|----|----|----|----|------|----|
| 450 | " | " | " | 440 | " | .. | 116 | 102 | 85 | 77 | 70 | 64 | 53 | 46 | 47 | 35 | 64 | 81 | 58 | 25 | 4 | 11 | 4 | 00 | 51 | 00 | 40 | 00 | 34 | 00 | 38 | .... | .. |
| 460 | " | " | " | 450 | " | .. | 116 | 102 | 85 | 77 | 70 | 64 | 53 | 46 | 47 | 35 | 64 | 81 | 58 | 25 | 4 | 11 | 4 | 00 | 51 | 00 | 40 | 00 | 34 | 00 | 38 | .... | .. |
| 470 | " | " | " | 460 | " | .. | 117 | 103 | 86 | 78 | 71 | 65 | 54 | 47 | 48 | 36 | 65 | 82 | 59 | 26 | 4 | 12 | 4 | 00 | 51 | 00 | 42 | 00 | 34 | 00 | 39 | .... | .. |
| 480 | " | " | " | 470 | " | .. | 117 | 103 | 86 | 78 | 71 | 65 | 54 | 47 | 48 | 36 | 65 | 82 | 59 | 26 | 4 | 12 | 4 | 01 | 51 | 00 | 42 | 00 | 34 | 00 | 39 | .... | .. |
| 490 | " | " | " | 480 | " | .. | 117 | 103 | 86 | 78 | 71 | 65 | 54 | 47 | 48 | 36 | 65 | 82 | 59 | 26 | 4 | 12 | 4 | 05 | 51 | 00 | 42 | 00 | 34 | 00 | 39 | .... | .. |
| 500 | " | " | " | 490 | " | .. | 118 | 104 | 87 | 79 | 72 | 66 | 55 | 48 | 49 | 37 | 66 | 83 | 60 | 27 | 4 | 13 | 4 | 05 | 52 | 00 | 44 | 00 | 34 | 00 | 40 | .... | .. |

Full passenger fare three (3) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the
State of Florida.

Special No. 8.

FOR FLORIDA CENTRAL AND PENINSULAR RAILROAD CO.

Taking Effect November 10, 1898.

Tallahassee, Fla., October 28, 1898.

| Between Jacksonville and | | | | | | | | | | | | Per Hundred Pounds. | Per Barrel. | Per 100 Pounds. | Per Ton. | Per Carload. | Per 100 Pounds. | Per Crate. | | | | | | | | | | |
|----------------------------|------|---|----|----|----|----|----|----|----|----|----|---------------------|-------------|-----------------|----------|--------------|-----------------|------------|---|----|------|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V | | | | | | | |
| LANDINGS ON LAKE SANTE FE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Melrose..... | Fla. | { | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balmoral..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lutchaw | " | | 58 | 50 | 47 | 39 | 33 | 27 | 27 | 19 | 18 | 15 | 36 | 46 | 30 | 19 | 2 | 05 | 2 | 25 | | 32 | 00 | 18 | 00 | 20 | 18 | 13 |
| Hendricks..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Earleton | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
FOR FLORIDA CENTRAL & PENINSULAR RAILROAD CO.
Local Mileage Tariff.

| Distances | Per Hundred Pounds. | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | Per Carload. | | Per 100 Pounds. | Oranges per Box 80 Pounds. | Vegetables per Crate 50 Pounds. | | | |
|----------------------------|---------------------|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|-----|--------------|------|-----------------|----------------------------|---------------------------------|----|-------|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | | | O | P | R |
| 10 Miles and under | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | 9 | 19 | 21 | 16 | 7 | 75 | 1 10 | 8 00 | 10 00 | 5 00 | 8 | ..... | .. |
| 20 " " over 10 Miles | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18 | 8 | 90 | 1 20 | 11 00 | 12 00 | 7 00 | 9 | ..... | .. |
| 30 " " " 20 " | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 14 | 14 | 11 | 23 | 27 | 20 | 9 | 1 05 | 1 30 | 14 00 | 14 00 | 8 00 | 10 | ..... | .. |
| 40 " " " 30 " | 42 | 38 | 34 | 28 | 26 | 21 | 19 | 15 | 15 | 11 | 25 | 30 | 22 | 10 | 1 20 | 1 40 | 16 00 | 15 00 | 9 00 | 11 | ..... | .. |
| 50 " " " 40 " | 46 | 41 | 37 | 30 | 28 | 23 | 21 | 16 | 16 | 12 | 27 | 33 | 24 | 10½ | 1 30 | 1 50 | 18 00 | 16 00 | 10 00 | 12 | ..... | .. |
| 60 " " " 50 " | 50 | 44 | 40 | 32 | 30 | 25 | 23 | 17 | 17 | 13 | 29 | 36 | 26 | 11 | 1 40 | 1 60 | 20 00 | 17 00 | 11 00 | 13 | ..... | .. |
| 70 " " " 60 " | 54 | 47 | 43 | 34 | 32 | 27 | 24 | 18 | 18 | 14 | 31 | 39 | 28 | 11½ | 1 50 | 1 70 | 22 00 | 18 00 | 11 00 | 13 | ..... | .. |
| 80 " " " 70 " | 58 | 50 | 46 | 36 | 34 | 29 | 25 | 19 | 19 | 15 | 33 | 42 | 30 | 12 | 1 60 | 1 75 | 24 00 | 19 00 | 12 00 | 15 | ..... | .. |
| 90 " " " 80 " | 62 | 53 | 49 | 38 | 36 | 31 | 26 | 20 | 20 | 15 | 35 | 45 | 31 | 12½ | 1 70 | 1 80 | 26 00 | 20 00 | 13 00 | 16 | ..... | .. |
| 100 " " " 90 " | 66 | 56 | 52 | 40 | 38 | 33 | 27 | 21 | 21 | 16 | 37 | 47 | 32 | 13 | 1 75 | 1 85 | 28 00 | 21 00 | 14 00 | 17 | ..... | .. |
| 110 " " " 100 " | 69 | 59 | 54 | 42 | 40 | 35 | 28 | 22 | 22 | 17 | 39 | 49 | 33 | 13½ | 1 80 | 1 90 | 29 00 | 22 00 | 14 00 | 18 | ..... | .. |
| 120 " " " 110 " | 72 | 62 | 56 | 44 | 42 | 37 | 29 | 23 | 23 | 18 | 41 | 50 | 34 | 14 | 1 85 | 1 95 | 29 00 | 23 00 | 15 00 | 19 | ..... | .. |
| 130 " " " 120 " | 75 | 65 | 58 | 46 | 44 | 39 | 30 | 24 | 24 | 19 | 43 | 51 | 35 | 14½ | 1 90 | 2 00 | 31 00 | 24 00 | 16 00 | 20 | ..... | .. |
| 140 " " " 130 " | 78 | 68 | 60 | 48 | 46 | 41 | 31 | 25 | 25 | 19 | 45 | 52 | 36 | 15 | 1 95 | 2 05 | 32 00 | 25 00 | 16 00 | 21 | ..... | .. |
| 150 " " " 140 " | 80 | 70 | 61 | 50 | 48 | 43 | 32 | 26 | 26 | 20 | 47 | 53 | 37 | 15½ | 2 00 | 2 10 | 33 00 | 26 00 | 17 00 | 22 | ..... | .. |
| 160 " " " 150 " | 82 | 72 | 63 | 52 | 50 | 45 | 33 | 27 | 27 | 20 | 49 | 54 | 38 | 16 | 2 05 | 2 15 | 34 00 | 27 00 | 18 00 | 23 | ..... | .. |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|---|---|---|-----|---|-------|-----|-----|----|----|----|----|----|----|----|----|----|----|----|------|---|----|---|----|----|----|----|----|----|----|-----|-------|----|
| 170 | " | " | " | 160 | " | ..... | 84 | 74 | 63 | 54 | 50 | 45 | 34 | 28 | 28 | 21 | 49 | 55 | 39 | 161½ | 2 | 10 | 2 | 20 | 35 | 00 | 28 | 00 | 18 | 00 | 24 | ..... | .. |
| 180 | " | " | " | 170 | " | ..... | 86 | 76 | 64 | 56 | 51 | 46 | 35 | 28 | 29 | 21 | 50 | 56 | 40 | 161½ | 2 | 15 | 2 | 21 | 36 | 00 | 29 | 00 | 19 | 00 | 24½ | ..... | .. |
| 190 | " | " | " | 180 | " | ..... | 88 | 78 | 65 | 58 | 52 | 47 | 36 | 29 | 30 | 22 | 51 | 57 | 41 | 161½ | 2 | 16 | 2 | 22 | 37 | 00 | 30 | 00 | 19 | 00 | 25 | ..... | .. |
| 200 | " | " | " | 190 | " | ..... | 90 | 80 | 66 | 60 | 53 | 48 | 37 | 30 | 31 | 23 | 52 | 58 | 42 | 161½ | 2 | 17 | 2 | 23 | 38 | 00 | 30 | 00 | 20 | 00 | 25½ | ..... | .. |
| 210 | " | " | " | 200 | " | ..... | 92 | 82 | 67 | 61 | 54 | 49 | 38 | 31 | 32 | 23 | 52 | 60 | 43 | 18 | 2 | 18 | 2 | 24 | 38 | 00 | 31 | 00 | 20 | 00 | 26 | ..... | .. |
| 220 | " | " | " | 210 | " | ..... | 94 | 84 | 68 | 62 | 55 | 50 | 39 | 32 | 33 | 24 | 53 | 61 | 44 | 18 | 2 | 19 | 2 | 25 | 39 | 00 | 31 | 00 | 21 | 00 | 26½ | ..... | .. |
| 230 | " | " | " | 220 | " | ..... | 96 | 86 | 69 | 63 | 55 | 51 | 40 | 33 | 34 | 24 | 53 | 62 | 45 | 18 | 2 | 20 | 2 | 26 | 39 | 00 | 31 | 00 | 21 | 00 | 27 | ..... | .. |
| 240 | " | " | " | 230 | " | ..... | 98 | 88 | 70 | 64 | 57 | 52 | 41 | 34 | 35 | 25 | 54 | 63 | 46 | 18 | 2 | 21 | 2 | 27 | 39 | 00 | 32 | 00 | 22 | 00 | 27½ | ..... | .. |
| 250 | " | " | " | 240 | " | ..... | 100 | 90 | 71 | 65 | 58 | 53 | 42 | 35 | 36 | 26 | 54 | 64 | 47 | 18 | 2 | 22 | 2 | 28 | 40 | 00 | 32 | 00 | 22 | 00 | 28 | ..... | .. |
| 260 | " | " | " | 250 | " | ..... | 101 | 91 | 72 | 66 | 59 | 54 | 43 | 36 | 37 | 26 | 55 | 65 | 48 | 20 | 2 | 23 | 2 | 29 | 41 | 00 | 32 | 00 | 22 | 00 | 28½ | ..... | .. |
| 270 | " | " | " | 260 | " | ..... | 102 | 91 | 73 | 67 | 60 | 55 | 44 | 37 | 38 | 26 | 55 | 66 | 49 | 20 | 2 | 24 | 2 | 30 | 41 | 00 | 33 | 00 | 23 | 00 | 29 | ..... | .. |
| 280 | " | " | " | 270 | " | ..... | 103 | 92 | 74 | 68 | 61 | 56 | 45 | 38 | 39 | 27 | 56 | 67 | 50 | 20 | 2 | 25 | 2 | 31 | 42 | 00 | 33 | 00 | 23 | 00 | 29½ | ..... | .. |
| 290 | " | " | " | 280 | " | ..... | 104 | 92 | 75 | 69 | 62 | 57 | 46 | 39 | 40 | 27 | 57 | 68 | 51 | 20 | 2 | 26 | 2 | 32 | 42 | 00 | 33 | 00 | 24 | 00 | 30 | ..... | .. |
| 300 | " | " | " | 290 | " | ..... | 105 | 93 | 76 | 70 | 63 | 58 | 47 | 40 | 41 | 28 | 57 | 69 | 52 | 20 | 2 | 27 | 2 | 33 | 43 | 00 | 34 | 00 | 24 | 00 | 30 | ..... | .. |
| 310 | " | " | " | 300 | " | ..... | 106 | 94 | 77 | 71 | 64 | 59 | 48 | 41 | 42 | 28 | 58 | 70 | 53 | 21 | 2 | 28 | 2 | 34 | 43 | 00 | 34 | 00 | 24 | 00 | 31 | ..... | .. |
| 320 | " | " | " | 310 | " | ..... | 107 | 95 | 78 | 71 | 64 | 59 | 48 | 41 | 42 | 28 | 58 | 71 | 53 | 21 | 2 | 29 | 2 | 35 | 44 | 00 | 34 | 00 | 24 | 00 | 31 | ..... | .. |
| 330 | " | " | " | 320 | " | ..... | 108 | 95 | 78 | 72 | 65 | 60 | 49 | 42 | 43 | 29 | 59 | 72 | 54 | 21 | 2 | 30 | 2 | 36 | 44 | 00 | 35 | 00 | 25 | 00 | 32 | ..... | .. |
| 340 | " | " | " | 330 | " | ..... | 109 | 96 | 79 | 72 | 66 | 60 | 49 | 42 | 43 | 30 | 60 | 73 | 54 | 22 | 2 | 31 | 2 | 37 | 45 | 00 | 35 | 00 | 25 | 00 | 32 | ..... | .. |
| 350 | " | " | " | 340 | " | ..... | 109 | 96 | 79 | 73 | 66 | 61 | 50 | 43 | 44 | 30 | 60 | 74 | 55 | 22 | 2 | 32 | 2 | 38 | 45 | 00 | 35 | 00 | 25 | 00 | 33 | ..... | .. |
| 360 | " | " | " | 350 | " | ..... | 110 | 96 | 80 | 73 | 66 | 61 | 50 | 43 | 44 | 31 | 61 | 75 | 55 | 22 | 2 | 33 | 2 | 39 | 46 | 00 | 35 | 00 | 25 | 00 | 34 | ..... | .. |
| 370 | " | " | " | 360 | " | ..... | 111 | 97 | 80 | 73 | 66 | 61 | 50 | 43 | 44 | 31 | 61 | 76 | 55 | 22 | 2 | 34 | 2 | 40 | 46 | 00 | 35 | 00 | 26 | 00 | 34 | ..... | .. |
| 380 | " | " | " | 370 | " | ..... | 112 | 98 | 81 | 74 | 67 | 62 | 51 | 44 | 45 | 32 | 61 | 77 | 56 | 23 | 2 | 35 | 2 | 41 | 47 | 00 | 36 | 00 | 27 | 00 | 35 | ..... | .. |
| 390 | " | " | " | 380 | " | ..... | 113 | 99 | 82 | 74 | 67 | 62 | 51 | 44 | 45 | 32 | 61 | 78 | 56 | 23 | 2 | 36 | 2 | 42 | 47 | 00 | 36 | 00 | 27 | 00 | 35 | ..... | .. |
| 400 | " | " | " | 390 | " | ..... | 114 | 100 | 83 | 75 | 68 | 62 | 51 | 44 | 45 | 33 | 62 | 79 | 56 | 23 | 2 | 37 | 2 | 50 | 48 | 00 | 36 | 00 | 28 | 00 | 36 | ..... | .. |

Full passenger fare three (3) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
FOR ATLANTIC, SUWANNEE RIVER AND GULF RAILWAY.
 Local Mileage Tariff.

| Distances. | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | | Per Carload. | | | Per 100 Pounds. | Per Crate. | |
|-----------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|------|-------|--------------|------|----|-----------------|------------|--|
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V | |
| 10 Miles and under..... | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | 9 | 19 | 21 | 16 | 7 | 75 | 1 10 | 8 00 | 10 00 | 5 00 | 8 | 13 | 10 | |
| 20 Miles " over 10 Miles... | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18 | 8 | 90 | 1 20 | 11 00 | 12 00 | 7 00 | 9 | 13 | 10 | |
| 30 Miles " " 20 "... | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 14 | 14 | 11 | 23 | 27 | 20 | 9 | 1 05 | 1 30 | 14 00 | 14 00 | 8 00 | 10 | 13 | 10 | |
| 40 Miles " " 30 "... | 42 | 38 | 34 | 28 | 26 | 21 | 19 | 15 | 15 | 11 | 25 | 30 | 22 | 10 | 1 30 | 1 40 | 16 00 | 15 00 | 9 00 | 11 | 13 | 11 | |

Full passenger fare four (4) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR CARRABELLE, TALLAHASSEE & GEORGIA RAILROAD CO.

Local Mileage Tariff.

| Distances. | Class Rates in Cents per 100 lbs. | | | | | | | | | | | Per Barrel. | Per 100 lbs. | Per Ton. | | Per Carload. | | | | Per 100 lbs. | Per Crate. | | Rein. C. L., per 100 lbs. |
|------------------------------|-----------------------------------|----|----|----|----|----|----|----|----|----|----|-------------|--------------|----------|------|--------------|-------|-------|-------|--------------|------------|---|---------------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V | |
| 10 Miles and under | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | 9 | 19 | 21 | 16 | 8 | 75 | 1 10 | 8 00 | 10 00 | 5 00 | 9 10 | 8 | 4 | |
| 20 " " over 10 Miles. | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18 | 9 | 90 | 1 20 | 11 00 | 12 00 | 7 00 | 10 11 | 8 | 5 | |
| 30 " " " 20 " . . | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 14 | 14 | 11 | 23 | 27 | 20 | 10 | 1 05 | 1 30 | 14 00 | 14 00 | 8 00 | 10 12 | 8 | 5 | |
| 40 " " " 30 " . . | 42 | 38 | 34 | 28 | 26 | 21 | 19 | 15 | 15 | 11 | 25 | 30 | 22 | 10 | 1 20 | 1 40 | 15 00 | 15 00 | 9 00 | 11 12 | 9 | 5 | |
| 50 " " " 40 " . . | 46 | 41 | 37 | 30 | 28 | 23 | 21 | 16 | 16 | 12 | 27 | 33 | 24 | 10 | 1 30 | 1 50 | 16 00 | 16 00 | 10 00 | 12 13 | 9 | 6 | |

Full passenger fare five (5) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of
the State of Florida.

Special No. 6.

FOR GAINESVILLE AND GULF RAILWAY COMPANY.

Taking Effect March 15th, 1898.

Tallahassee, Fla., March 1st, 1898.

| Between Gainesville and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | Per Carload. | | | | Per 100 lbs | Per Crate. | |
|-----------------------------|---------------------|----|----|----|----|----|----|----|---|---|---|----|-------------|-----------------|----------|----|--------------|-------|-------|------|-------------|------------|----|
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V | |
| Cannon's Crossing,.... Fla. | } | | | | | | | | | | | | | | | | | | | | | | |
| Rocky Point..... " | | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 9 | 9 | 9 | 18 | 21 | 16 | 6 | 72 | 77 | 8 00 | 10 00 | 5 00 | 8 | 13 | 10 |
| Wacahoota..... " | | | | | | | | | | | | | | | | | | | | | | | |
| Flewellen's..... " | } | | | | | | | | | | | | | | | | | | | | | | |
| Clyatts..... " | | | | | | | | | | | | | | | | | | | | | | | |
| Kirkwood..... " | | | | | | | | | | | | | | | | | | | | | | | |
| Elmores..... " | | 34 | 30 | 26 | 22 | 20 | 17 | 15 | 9 | 9 | 9 | 18 | 22 | 18 | 6 | 87 | 1 02 | 11 00 | 10 50 | 6 00 | 8 | 13 | 10 |
| Tacoma..... " | | | | | | | | | | | | | | | | | | | | | | | |
| Taylors..... " | | | | | | | | | | | | | | | | | | | | | | | |
| Micanopy..... " | | | | | | | | | | | | | | | | | | | | | | | |

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
FOR GAINESVILLE AND GULF RAILWAY.
 Local Mileage Tariff.

| Distances. | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | Per Carload. | | Per 100 Pounds. | Per Crate. | | |
|------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|------|--------------|-------|-----------------|------------|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | | K | L | M | N | | O | P | R | G | V |
| | | | | | | | | | | | | | | | | | | | | | | |
| 10 Miles and under..... | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | 9 | 19 | 21 | 16 | 7 | 75 | 1 10 | 8 00 | 10 00 | 5 00 | 8 | 13 | 10 |
| 20 Miles “ over 10 Miles ... | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18 | 8 | 90 | 1 20 | 11 00 | 12 00 | 7 00 | 9 | 13 | 10 |
| 30 Miles “ “ 20 “ ... | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 14 | 14 | 11 | 23 | 27 | 20 | 9 | 1 05 | 1 30 | 14 00 | 14 00 | 8 00 | 10 | 13 | 10 |
| 40 Miles “ “ 30 “ ... | 42 | 38 | 34 | 28 | 26 | 21 | 19 | 15 | 15 | 11 | 25 | 30 | 22 | 10 | 1 20 | 1 40 | 16 00 | 15 00 | 9 00 | 11 | 13 | 10 |

Full passenger fare four (4) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR PENSACOLA, ALABAMA & TENNESSEE RAILROAD CO.

Local Mileage Tariff.

11

| Distances. | Class Rates in Cents per 100 lbs. | | | | | | | | | | | | Per Barrel. | Per 100 lbs. | Fertilizers. | Per 100 lbs. | Per 100 lbs. Brick, C L. Lumber, C L. |
|----------------------------|-----------------------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|--------------|--------------|--------------|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | L | M | N | P |
| 10 Miles and under | 20 | 17 | 15 | 13 | 12 | 11 | 11 | 11 | 7 | 7 | 11 | 11 | 7 | 7 | 7 | 5 | 5 |
| 20 " " over 10 Miles | 23 | 20 | 18 | 16 | 13 | 12 | 12 | 12 | 9 | 9 | 13 | 13 | 9 | 9 | 9 | 6 | 6 |
| 30 " " " 20 " | 28 | 24 | 22 | 19 | 17 | 15 | 15 | 15 | 10 | 10 | 15 | 15 | 10 | 10 | 10 | 6 | 8 |

Full passenger fare three (3) cents per mile,

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of
the State of Florida.

Special No. 3.

FOR FLORIDA EAST COAST RAILWAY.

Taking Effect April 1st, 1898.

Tallahassee, Fla., March 22, 1898.

| Between Palatka Fla., Proper, and | Per Hundred Pounds. | | | | | | | | | | | Per Barrel. | Per 100 lbs. | Per Ton. | | Per Carload. | | | | Per 100 lbs. | Per Crate. | |
|--------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|-------------|--------------|----------|------|--------------|-------|-------|-------|--------------|------------|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V |
| Jacksonville Fla | | | | | | | | | | | | | | | | | | | | | | |
| So. Jacksonville " | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 9 | 1 00 | 1 00 | 20 00 | 16 00 | 11 00 | 10 | .... | .. |
| Phillips " | | | | | | | | | | | | | | | | | | | | | | |
| Bowden " | 50 | 46 | 41 | 34 | 28 | 21 | 21 | 15 | 12 | 11 | 27 | 36 | 24 | 10 | 1 30 | 1 35 | 22 00 | 18 00 | 11 00 | 14 | .... | .. |
| Summers " | | | | | | | | | | | | | | | | | | | | | | |
| Nesbitt " | | | | | | | | | | | | | | | | | | | | | | |
| Eaton " | | | | | | | | | | | | | | | | | | | | | | |
| Greenland " | 48 | 44 | 40 | 32 | 28 | 21 | 20 | 14 | 11 | 10 | 27 | 36 | 23 | 10 | 1 25 | 1 30 | 20 00 | 17 00 | 11 00 | 13 | .... | .. |
| Bayard " | | | | | | | | | | | | | | | | | | | | | | |
| Pittsburg " | 45 | 41 | 37 | 30 | 27 | 20 | 18 | 13 | 11 | 10 | 25 | 33 | 22 | 10 | 1 15 | 1 20 | 18 00 | 16 00 | 10 00 | 12 | .... | .. |
| Clarksville " | | | | | | | | | | | | | | | | | | | | | | |
| Durbin " | 45 | 41 | 37 | 30 | 27 | 20 | 18 | 13 | 11 | 10 | 25 | 33 | 22 | 10 | 1 15 | 1 20 | 18 00 | 16 00 | 10 00 | 12 | .... | .. |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|---|----|----|----|----|----|----|----|----|------|----|
| Woodland | " | 43 | 38 | 34 | 28 | 24 | 20 | 17 | 13 | 11 | 10 | 24 | 31 | 22 | 9 | 1 | 10 | 1 | 15 | 18 | 00 | 16 | 00 | 10 | 00 | 11 | .... | .. |
| Sampson | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Magnolia Grove | " | 42 | 38 | 34 | 28 | 24 | 20 | 17 | 13 | 11 | 10 | 24 | 30 | 22 | 9 | 1 | 10 | 1 | 15 | 16 | 00 | 15 | 00 | 9 | 00 | 11 | .... | .. |
| St. Augustine | " | 28 | 25 | 23 | 20 | 16 | 12 | 12 | 12 | 10 | 8 | 20 | 23 | 15 | 8 | 1 | 00 | 1 | 00 | 16 | 00 | 15 | 00 | 9 | 00 | 10 | .... | .. |
| Tocoi Junction | " | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 13 | 11 | 10 | 23 | 24 | 20 | 8 | 1 | 05 | 1 | 10 | 14 | 00 | 14 | 00 | 8 | 00 | 10 | .... | .. |
| Tocoi | " | 42 | 38 | 34 | 28 | 26 | 20 | 18 | 13 | 11 | 10 | 25 | 30 | 22 | 8 | 1 | 10 | 1 | 10 | 16 | 00 | 15 | 00 | 9 | 00 | 11 | .... | .. |
| Hurds | " | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 11 | 10 | 21 | 24 | 18 | 8 | | 90 | 1 | 10 | 11 | 00 | 12 | 00 | 7 | 00 | 9 | .... | .. |
| Middleton | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Armstrong | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Holy Branch | " | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 11 | 10 | 21 | 24 | 18 | 8 | | 90 | 1 | 05 | 11 | 00 | 12 | 00 | 7 | 00 | 9 | .... | .. |
| Hastings | " | 28 | 26 | 24 | 19 | 17 | 15 | 11 | 10 | 10 | 9 | 19 | 20 | 14 | 7 | | 90 | 1 | 00 | 11 | 00 | 12 | 00 | 7 | 00 | 8 | .... | .. |
| Orange Mille | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pattersonville | " | 28 | 26 | 24 | 19 | 17 | 15 | 11 | 10 | 10 | 9 | 19 | 20 | 14 | 7 | | 75 | 1 | 00 | 8 | 00 | 10 | 00 | 5 | 00 | 8 | .... | .. |
| Putnam | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| East Palatka | " | 20 | 18 | 16 | 14 | 12 | 10 | 7 | 8 | 7 | 6 | 14 | 15 | 12 | 5 | | 60 | | 75 | 8 | 00 | 8 | 00 | 5 | 00 | 5 | .... | .. |
| Howards Ridge | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Mateo | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oakside | " | 20 | 18 | 16 | 15 | 12 | 10 | 7 | 8 | 7 | 6 | 14 | 15 | 12 | 5 | | 60 | | 75 | 8 | 00 | 10 | 00 | 5 | 00 | 5 | .... | .. |
| Yelvington | " | 30 | 26 | 24 | 20 | 18 | 15 | 11 | 14 | 14 | 9 | 19 | 21 | 16 | 7 | | 75 | | 95 | 8 | 00 | 10 | 00 | 5 | 00 | 8 | .... | .. |
| Roy | " | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 14 | 14 | 11 | 19 | 21 | 22 | 7 | | 75 | | 95 | 8 | 00 | 10 | 00 | 5 | 00 | 8 | .... | .. |
| Dinner Island | " | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 15 | 14 | 12 | 21 | 24 | 24 | 8 | | 90 | | 95 | 11 | 00 | 12 | 00 | 7 | 00 | 9 | .... | .. |
| Neoga | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Espanola | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bunnels | " | 38 | 35 | 31 | 26 | 23 | 19 | 17 | 16 | 14 | 12 | 23 | 27 | 25 | 9 | | 95 | | 95 | 14 | 00 | 14 | 00 | 8 | 00 | 10 | .... | .. |
| Favorita | " | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harwood | " | 42 | 38 | 34 | 28 | 25 | 21 | 19 | 17 | 14 | 13 | 25 | 30 | 26 | 10 | 1 | 05 | 1 | 05 | 16 | 00 | 15 | 00 | 9 | 00 | 11 | .... | .. |

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of
the State of Florida.

Special No. 3.

FOR FLORIDA EAST COAST RAILWAY—Continued.

Taking Effect April 1st, 1898.

Tallahassee, Fla., March 22, 1898.

| Between Palatka, Fla., Proper, and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | | Per Car Load. | | | Per 100 lbs. | Per Crate. | |
|---------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|--------------------|----------|------|-------|---------------|-------|----|--------------|------------|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V | |
| Tomoka Fla | 43 | 39 | 35 | 30 | 25 | 22 | 21 | 18 | 14 | 13 | 27 | 33 | 27 | 10½ | 1 05 | 1 05 | 18 00 | 16 00 | 10 00 | 12 | .... | .. |  |
| Ormond " | | | | | | | | | | . | | | | | | | | | | | | | |
| Holly Hill " | | | | | | | | | | | | | | | | | | | | | | | |
| Kingston " | 46 | 41 | 37 | 30 | 28 | 23 | 21 | 18 | 14 | 13 | 27 | 33 | 27 | 10½ | 1 15 | 1 15 | 18 00 | 16 00 | 10 00 | 12 | .... | .. |  |
| Daytona " | 50 | 41 | 38 | 32 | 29 | 23 | 23 | 18 | 14 | 13 | 29 | 36 | 27 | 11 | 1 15 | 1 15 | 20 00 | 17 00 | 11 00 | 13 | .... | .. |  |
| Blake " | | | | | | | | | | | | | | | | | | | | | | | |
| Port Orange " | | | | | | | | | | | | | | | | | | | | | | | |
| Savage " | 50 | 41 | 38 | 32 | 29 | 23 | 23 | 18 | 14 | 13 | 29 | 36 | 28 | 11 | 1 15 | 1 15 | 20 00 | 17 00 | 11 00 | 13 | .... | .. |  |
| Spruce Creek " | 52 | 41 | 38 | 34 | 29 | 23 | 23 | 18 | 14 | 13 | 31 | 39 | 28 | 11½ | 1 15 | 1 15 | 22 00 | 18 00 | 12 00 | 14 | .... | .. |  |
| Turnbull Bay " | | | | | | | | | | | | | | | | | | | | | | | |
| New Smyrna " | | | | | | | | | | | | | | | | | | | | | | | |
| Hawks Park " | 52 | 41 | 38 | 34 | 29 | 23 | 23 | 18 | 14 | 13 | 31 | 39 | 29 | 11½ | 1 15 | 1 15 | 22 00 | 18 00 | 12 00 | 14 | | .. | |

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of
the State of Florida.

Special No. 3.

FOR FLORIDA EAST COAST RAILWAY—Continued.

Taking Effect April 1st, 1898.

Tallahassee, Fla., March 22, 1898.

| Between Palatka Fla., Proper, and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 lbs. | Per Ton. | | | Per Carload. | | | Per 100 lbs. | Per Crate. | |
|--------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|--------------|----------|------|-------|--------------|-------|-----|--------------|------------|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V | |
| Wabasso Fla. | 84 | 74 | 60 | 54 | 49 | 45 | 34 | 28 | 29 | 21 | 47 | 55 | 38 | 16 | 1 84 | 1 90 | 33 00 | 27 00 | 19 00 | 23 | .... | .. |  |
| Woodley " | 84 | 74 | 61 | 54 | 50 | 45 | 34 | 29 | 30 | 21 | 47 | 55 | 39 | 16 | 1 85 | 1 91 | 33 00 | 27 00 | 19 50 | 24 | .... | .. |  |
| Gifford " | | | | | | | | | | | | | | | | | | | | | | | |
| Vero " | 84 | 74 | 61 | 54 | 50 | 45 | 34 | 29 | 30 | 21 | 47 | 55 | 39 | 16 | 1 85 | 1 91 | 33 00 | 27 00 | 19 50 | 24 | .... | .. |  |
| St. Lucie " | 86 | 76 | 62 | 56 | 51 | 46 | 35 | 30 | 31 | 22 | 48 | 56 | 40 | 16 | 1 86 | 1 92 | 33 00 | 28 00 | 19 50 | 24½ | .... | .. |  |
| Fort Pierce " | | | | | | | | | | | | | | | | | | | | | | | |
| North Ankona " | 88 | 78 | 63 | 58 | 52 | 47 | 36 | 31 | 32 | 23 | 48 | 57 | 41 | 16 | 1 87 | 1 93 | 34 00 | 28 00 | 20 00 | 25 | .... | .. |  |
| Ankona " | 90 | 80 | 63 | 58 | 52 | 48 | 37 | 31 | 32 | 23 | 48 | 58 | 41 | 16 | 1 87 | 1 93 | 34 00 | 28 00 | 20 00 | 25 | .... | .. |  |
| Tibballs " | | | | | | | | | | | | | | | | | | | | | | | |
| Eden " | | | | | | | | | | | | | | | | | | | | | | | |
| Ruxton " | | | | | | | | | | | | | | | | | | | | | | | |
| Chetolah " | | | | | | | | | | | | | | | | | | | | | | | |
| Jensen " | | | | | | | | | | | | | | | | | | | | | | | |
| Rio " | 90 | 80 | 64 | 59 | 53 | 48 | 37 | 32 | 33 | 23 | 49 | 58 | 42 | 16½ | 1 88 | 1 94 | 35 00 | 28 00 | 20 50 | 25½ | | .. | |

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of
the State of Florida.

Special No. 3.

FOR FLORIDA EAST COAST RAILWAY—Continued.

Taking Effect April 1st, 1898.

Tallahassee, Fla., March 22, 1898.

| Between Palatka, Fla., Proper and, | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel | Per 100 Pounds. | Per Ton. | Per Carload. | | | | Per 100 lbs. | Per Crate. | |
|---------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|------------|--------------------|----------|--------------|-------|-------|-------|--------------|------------|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V |
| Orange City Fla | 43 | 37 | 34 | 30 | 24 | 18 | 18 | 19 | 17 | 14 | 30 | 34 | 31 | 13 | 1 55 | 1 75 | 28 00 | 21 00 | 14 50 | 17 | .... | .. |
| Twin Oaks " | 43 | 37 | 34 | 30 | 24 | 18 | 18 | 19 | 17 | 14 | 30 | 34 | 31 | 13 | 1 55 | 1 75 | 26 00 | 20 00 | 14 00 | 16 | .... | .. |
| Lake Helen " | 45 | 39 | 36 | 32 | 27 | 21 | 21 | 22 | 19 | 17 | 32 | 37 | 31 | 12 1/2 | 1 65 | 1 75 | 26 00 | 20 00 | 14 00 | 16 | .... | .. |
| Rogers " | 60 | 51 | 46 | 39 | 32 | 26 | 26 | 21 | 21 | 16 | 35 | 45 | 30 | 12 1/2 | 1 60 | 1 70 | 26 00 | 20 00 | 14 00 | 16 | .... | .. |
| Indian Spring " | | | | | | | | | | | | | | | | | | | | | | |
| Briggsville " | 58 | 50 | 46 | 36 | 32 | 26 | 25 | 21 | 21 | 16 | 33 | 42 | 30 | 12 | 1 60 | 1 70 | 24 00 | 19 00 | 13 00 | 15 | .... | .. |
| Glencoe " | 54 | 47 | 43 | 34 | 32 | 26 | 24 | 20 | 20 | 16 | 31 | 39 | 29 | 11 1/2 | 1 50 | 1 65 | 22 00 | 18 00 | 12 00 | 14 | .... | .. |
| Hardeeville " | | | | | | | | | | | | | | | | | | | | | | |
| Courtney " | 60 | 47 | 44 | 41 | 34 | 25 | 26 | 20 | 16 | 15 | 39 | 44 | 32 | 13 1/2 | 1 65 | 1 65 | | | | 18 | | .. |
| Fabers " | | | | | | | | | | | | | | | | | | | | | | |
| Sharps " | | | | | | | | | | | | | | | | | | | | | | |
| City Point " | 64 | 51 | 48 | 44 | 36 | 27 | 28 | 21 | 18 | 17 | 40 | 47 | 33 | 14 | 1 65 | 1 65 | | | | 19 | | .. |

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the State of Florida.

Special No. 3.

FOR FLORIDA EAST COAST RAILWAY—Continued.

Taking Effect April 1st, 1898.

Tallahassee, Fla., March 22, 1898.

| Between Palatka Fla., Proper, and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 lbs. | Per Ton. | | Per Carload. | | Per 100 lbs. | Per Crate. | | | |
|--------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|--------------|----------|----|--------------|----|--------------|------------|----|-------|-------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Atlantic Fla | | | | | | | | | | | | | | | | | | | | | | | |
| Oceanus " | | | | | | | | | | | | | | | | | | | | | | | |
| Horti " | | | | | | | | | | | | | | | | | | | | | | | |
| Artesia " | | | | | | | | | | | | | | | | | | | | | | | |
| Canaveral " | | | | | | | | | | | | | | | | | | | | | | | |
| Nathan " | 110 | 92 | 78 | 71 | 60 | 46 | 45 | 35 | 33 | 27 | 60 | 71 | 50 | 20 | 2 | 40 | 2 | 47 | ..... | ..... | 30 | ..... | ..... |

Local Mileage Tariff.

TEXT MAY BE LOST DUE TO HIGH BINDING

TEXT MAY BE LOST DUE TO TIGHT BINDING

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|---|---|---|-----|---|-----|----|----|----|----|----|----|----|----|----|----|----|----|--------|---|----|---|----|----|----|----|----|----|----|--------|------|----|
| 180 | " | " | " | 170 | " | 86 | 76 | 64 | 56 | 51 | 46 | 35 | 28 | 29 | 21 | 50 | 56 | 40 | 16 1/2 | 2 | 18 | 2 | 21 | 36 | 00 | 28 | 00 | 26 | 00 | 24 1/2 | .... | .. |
| 190 | " | " | " | 180 | " | 88 | 78 | 65 | 58 | 52 | 47 | 36 | 29 | 30 | 22 | 51 | 57 | 41 | 16 1/2 | 2 | 16 | 2 | 22 | 37 | 00 | 30 | 00 | 20 | 00 | 25 | .... | .. |
| 200 | " | " | " | 190 | " | 90 | 80 | 66 | 60 | 53 | 48 | 37 | 30 | 31 | 23 | 52 | 58 | 42 | 16 1/2 | 2 | 17 | 2 | 23 | 38 | 00 | 30 | 50 | 20 | 50 | 25 1/2 | .... | .. |
| 210 | " | " | " | 200 | " | 92 | 82 | 67 | 61 | 54 | 49 | 38 | 31 | 32 | 23 | 52 | 60 | 43 | 18 | 2 | 18 | 2 | 24 | 38 | 00 | 31 | 00 | 21 | 00 | 26 | .... | .. |
| 220 | " | " | " | 210 | " | 94 | 84 | 68 | 62 | 55 | 50 | 39 | 32 | 33 | 24 | 53 | 61 | 44 | 18 | 2 | 19 | 2 | 25 | 39 | 00 | 31 | 00 | 22 | 00 | 26 1/2 | .... | .. |
| 230 | " | " | " | 220 | " | 96 | 86 | 69 | 63 | 56 | 51 | 40 | 33 | 34 | 24 | 53 | 62 | 45 | 18 | 2 | 20 | 2 | 26 | 39 | 00 | 31 | 00 | 22 | 50 | 27 | .... | .. |
| 240 | " | " | " | 230 | " | 98 | 88 | 70 | 64 | 57 | 52 | 41 | 34 | 35 | 25 | 54 | 63 | 46 | 18 | 2 | 21 | 2 | 27 | 39 | 00 | 32 | 00 | 22 | 50 | 27 1/2 | .... | .. |
| 250 | " | " | " | 240 | " | 100 | 90 | 71 | 65 | 58 | 53 | 42 | 35 | 36 | 26 | 54 | 64 | 47 | 18 | 2 | 22 | 2 | 28 | 40 | 00 | 32 | 00 | 23 | 00 | 28 | .... | .. |
| 260 | " | " | " | 250 | " | 101 | 91 | 72 | 66 | 59 | 54 | 43 | 36 | 37 | 26 | 55 | 65 | 48 | 20 | 2 | 23 | 2 | 29 | 41 | 00 | 32 | 00 | 24 | 00 | 28 1/2 | .... | .. |
| 270 | " | " | " | 260 | " | 102 | 91 | 73 | 67 | 60 | 55 | 44 | 37 | 38 | 26 | 55 | 66 | 49 | 20 | 2 | 24 | 2 | 30 | 41 | 00 | 33 | 00 | 25 | 00 | 29 | .... | .. |
| 280 | " | " | " | 270 | " | 103 | 92 | 74 | 68 | 61 | 56 | 45 | 38 | 39 | 27 | 56 | 67 | 50 | 20 | 2 | 25 | 2 | 31 | 42 | 00 | 33 | 00 | 26 | 00 | 29 1/2 | .... | .. |
| 290 | " | " | " | 280 | " | 104 | 92 | 75 | 69 | 62 | 57 | 46 | 39 | 40 | 27 | 57 | 68 | 51 | 20 | 2 | 26 | 2 | 32 | 42 | 00 | 33 | 00 | 27 | 00 | 30 | .... | .. |
| 300 | " | " | " | 290 | " | 105 | 93 | 76 | 70 | 63 | 58 | 47 | 40 | 41 | 28 | 57 | 69 | 52 | 20 | 2 | 27 | 2 | 33 | 43 | 00 | 34 | 00 | 27 | 50 | 30 | .... | .. |
| 310 | " | " | " | 300 | " | 106 | 94 | 77 | 71 | 64 | 59 | 48 | 41 | 42 | 28 | 58 | 70 | 53 | 21 | 2 | 28 | 2 | 34 | 43 | 00 | 34 | 00 | 28 | 00 | 31 | .... | .. |
| 320 | " | " | " | 310 | " | 107 | 95 | 78 | 71 | 64 | 59 | 48 | 41 | 42 | 28 | 58 | 71 | 53 | 21 | 2 | 29 | 2 | 35 | 44 | 00 | 34 | 00 | 29 | 50 | 31 | .... | .. |
| 330 | " | " | " | 320 | " | 108 | 95 | 78 | 72 | 65 | 60 | 49 | 42 | 43 | 29 | 59 | 72 | 54 | 21 | 2 | 30 | 2 | 36 | 44 | 00 | 35 | 00 | 31 | 00 | 32 | .... | .. |
| 340 | " | " | " | 330 | " | 109 | 96 | 79 | 72 | 66 | 60 | 49 | 42 | 43 | 30 | 60 | 73 | 54 | 22 | 2 | 31 | 2 | 37 | 45 | 00 | 35 | 00 | 32 | 50 | 32 | .... | .. |
| 350 | " | " | " | 340 | " | 109 | 96 | 79 | 73 | 66 | 61 | 50 | 43 | 44 | 30 | 60 | 74 | 55 | 22 | 2 | 32 | 2 | 38 | 45 | 00 | 35 | 00 | 34 | 00 | 33 | .... | .. |
| 360 | " | " | " | 350 | " | 110 | 96 | 80 | 73 | 66 | 61 | 50 | 43 | 44 | 31 | 61 | 75 | 55 | 22 | 2 | 33 | 2 | 39 | 46 | 00 | 35 | 00 | 35 | 50 | 34 | .... | .. |
| 370 | " | " | " | 360 | " | 111 | 97 | 80 | 73 | 66 | 61 | 50 | 43 | 44 | 31 | 61 | 76 | 55 | 22 | 2 | 34 | 2 | 40 | 46 | 00 | 35 | 00 | 37 | 00 | 34 | .... | .. |

TO BE USED ONLY BETWEEN STATIONS ON ATLANTIC AND WESTERN BRANCH.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|----|----|----|------|------|----|
| 10 Miles and under | 30 | 27 | 24 | 21 | 18 | 15 | 12 | 12 | 10 | 9 | 18 | 22 | 18 | 7 | 85 | 1 | 00 | 8 | 00 | 10 | 00 | 5 | 00 | 15 | .... | .. |  |
| 20 " " over 10 Miles | 36 | 35 | 30 | 28 | 24 | 18 | 15 | 14 | 10 | 10 | 20 | 27 | 20 | 8 | 1 | 00 | 1 | 20 | 11 | 00 | 11 | 00 | 7 | 00 | 18 | .... | .. |
| 30 " " " 20 " | 40 | 36 | 32 | 30 | 26 | 20 | 17 | 16 | 11 | 12 | 21 | 30 | 21 | 9 | 1 | 00 | 1 | 20 | 14 | 00 | 12 | 00 | 8 | 00 | 20 | .... | .. |

Full passenger fare four (4) cents per mile, with round trip tickets at three cents per mile between local stations.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
FOR FLORIDA MIDLAND RAILROAD.
 Local Mileage Tariff.

| Distances. | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 lbs. | Per Ton. | | Per Carload. | | | Per 100 lbs. | Per Crate. | |
|------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|--------------|----------|------|--------------|-------|-------|--------------|------------|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V |
| 10 Miles and under | 25 | 23 | 20 | 15 | 15 | 12 | 10 | 12 | 7 | 8 | 16 | 15 | 15 | 5 | 80 | 1 00 | 8 00 | 10 00 | 5 00 | 7 | 10 | 8 |
| 20 " " over 10 Miles. | 32 | 28 | 24 | 20 | 19 | 14 | 13 | 14 | 8 | 10 | 18 | 21 | 19 | 6 | 90 | 1 15 | 11 00 | 12 00 | 7 00 | 8 | 11 | 8 |
| 30 " " " 20 " . . . | 40 | 35 | 30 | 23 | 22 | 17 | 15 | 16 | 9 | 11 | 21 | 26 | 20 | 7 | 1 00 | 1 25 | 14 00 | 13 00 | 8 00 | 9 | 12 | 8 |
| 40 " " " 30 " . . . | 46 | 41 | 37 | 29 | 27 | 21 | 19 | 17 | 10 | 12 | 25 | 31 | 21 | 8 | 1 10 | 1 35 | 16 00 | 14 00 | 9 00 | 10 | 12 | 9 |
| 50 " " " 40 " . . . | 50 | 46 | 41 | 34 | 30 | 22 | 21 | 18 | 11 | 13 | 27 | 33 | 22 | 9 | 1 20 | 1 45 | 18 00 | 15 00 | 10 00 | 11 | 13 | 9 |

Full passenger fare four (4) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
FOR LIVE OAK AND GULF RAILWAY COMPANY.
 Local Mileage Tariff.

| Distances. | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. 2,000 Pounds. | Per Carload. | | | | Per 100 Pounds. | Per Crate. | |
|------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|---------------------------|--------------|-------|-------|-------|-----------------|------------|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V |
| 10 Miles and under | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | 9 | 19 | 21 | 16 | 7 | 75 | 1 10 | 8 00 | 10 00 | 5 00 | 8 | .... | .. |
| 20 Miles " over 10 Miles ... | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18 | 8 | 90 | 1 20 | 11 00 | 12 00 | 7 00 | 9 | .... | .. |
| 30 Miles " " 20 " ... | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 14 | 14 | 11 | 23 | 27 | 20 | 9 | 1 05 | 1 30 | 14 00 | 14 00 | 8 00 | 10 | .... | .. |
| 40 Miles " " 30 " ... | 42 | 38 | 34 | 28 | 26 | 21 | 19 | 15 | 15 | 11 | 25 | 30 | 22 | 10 | 1 20 | 1 40 | 16 00 | 15 00 | 9 00 | 11 | .... | .. |
| 50 Miles " " 40 " ... | 46 | 41 | 37 | 30 | 28 | 23 | 21 | 16 | 16 | 12 | 27 | 33 | 24 | 10 1/2 | 1 30 | 1 50 | 18 00 | 16 00 | 10 00 | 12 | .... | .. |

Full passenger fare five (5) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

*FOR PENSACOLA AND ATLANTIC DIVISION LOUISVILLE AND NASHVILLE RAILROAD.

Local Mileage Tariff.

| Distances. | Class Rates in Cents Per 100 lbs. | | | | | | | | | | | | | | Per Barrel. Per 100 lbs. | Per 100 lbs. | Carloads. | | | | | | | | | |
|---------------------------------|-----------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----------------------------|--------------|--------------|---------------|----------|------|-----------------------------|------------------------|---------------------------|-----------------------------|----|--|
| | | | | | | | | | | | | | | | | | Per 100 lbs. | Per 2000 lbs. | Per Car. | | | Oranges per Box 80 lbs | Vegetables per Crt 50 lbs | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | I | L | M | | | N | Coal | Live Stock, Except Hogs. | | | Sheep, Dct. Hogs, single | .. | |
| 10 Miles and under..... | 25 | 22 | 18 | 17 | 16 | 15 | 15 | 15 | 6 | 6 | 15 | 15 | 12 | 15 | 7 | 5 | 3 | 60 | 10 | 00 | 12 | 00 | 10 | 8 | | |
| 15 " " over 10 Miles..... | 30 | 25 | 21 | 20 | 19 | 18 | 18 | 18 | 7 | 7 | 18 | 18 | 14 | 18 | 9 | 7 | 4 | 80 | 14 | 00 | 17 | 00 | 10 | 8 | | |
| 20 " " " 15 "..... | 32 | 28 | 25 | 23 | 21 | 20 | 20 | 20 | 7 | 7 | 20 | 20 | 14 | 20 | 10 | 7 | 5 | 90 | 14 | 00 | 17 | 00 | 11 | 8 | | |
| 25 " " " 20 "..... | 35 | 30 | 27 | 25 | 23 | 21 | 21 | 21 | 9 | 8 | 21 | 21 | 18 | 21 | 11 | 8 | 5 | 100 | 17 | 00 | 20 | 00 | 11 | 8 | | |
| 30 " " " 25 "..... | 37 | 32 | 30 | 27 | 24 | 22 | 22 | 22 | 10 | 8 | 22 | 22 | 20 | 22 | 11 | 8 | 6 | 105 | 17 | 00 | 20 | 00 | 12 | 8 | | |
| 35 " " " 30 "..... | 40 | 35 | 32 | 29 | 26 | 23 | 23 | 23 | 11 | 9 | 23 | 23 | 22 | 23 | 12 | 8 | 6 | 115 | 19 | 00 | 23 | 00 | 12 | 9 | | |
| 40 " " " 35 "..... | 42 | 37 | 33 | 30 | 27 | 24 | 24 | 24 | 12 | 9 | 24 | 24 | 24 | 23 | 12 | 8 | 6 | 120 | 19 | 00 | 23 | 00 | 12 | 9 | | |
| 45 " " " 30 "..... | 43 | 40 | 34 | 31 | 28 | 25 | 25 | 25 | 13 | 10 | 25 | 25 | 26 | 24 | 13 | 8 | 7 | 125 | 21 | 00 | 25 | 00 | 12 | 9 | | |
| 50 " " " 45 "..... | 45 | 41 | 35 | 32 | 29 | 26 | 26 | 26 | 14 | 10 | 26 | 26 | 28 | 24 | 14 | 9 | 7 | 125 | 21 | 00 | 25 | 00 | 13 | 9 | | |
| 55 " " " 50 "..... | 47 | 42 | 36 | 33 | 30 | 27 | 27 | 27 | 15 | 11 | 27 | 27 | 30 | 24 | 15 | 10 | 7 | 130 | 23 | 00 | 28 | 00 | 13 | 9 | | |
| 60 " " " 55 "..... | 48 | 43 | 37 | 34 | 31 | 28 | 28 | 28 | 16 | 11 | 28 | 28 | 32 | 25 | 16 | 12 | 8 | 135 | 23 | 00 | 28 | 00 | 13 | 9 | | |
| 65 " " " 60 "..... | 50 | 44 | 40 | 36 | 33 | 30 | 30 | 30 | 17 | 12 | 30 | 30 | 34 | 25 | 17 | 12 | 8 | 140 | 25 | 00 | 30 | 00 | 13 | 10 | | |
| 70 Miles and over 65 Miles..... | 52 | 45 | 41 | 37 | 33 | 30 | 30 | 30 | 17 | 12 | 30 | 30 | 34 | 26 | 17 | 13 | 8 | 145 | 25 | 00 | 30 | 00 | 14 | 10 | | |
| 75 " " " 70 "..... | 55 | 45 | 42 | 38 | 34 | 30 | 30 | 30 | 18 | 13 | 30 | 30 | 36 | 26 | 18 | 13 | 9 | 150 | 27 | 00 | 32 | 00 | 14 | 10 | | |
| 80 " " " 75 "..... | 57 | 47 | 43 | 39 | 35 | 31 | 31 | 31 | 18 | 14 | 31 | 31 | 36 | 26 | 18 | 14 | 9 | 150 | 27 | 00 | 32 | 00 | 14 | 10 | | |
| 85 " " " 80 "..... | 58 | 50 | 44 | 40 | 36 | 32 | 32 | 32 | 19 | 15 | 32 | 32 | 38 | 27 | 19 | 14 | 9 | 155 | 29 | 00 | 35 | 00 | 14 | 10 | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|---|---|---|-----|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|
| 90 | " | " | " | 85 | " | 60 | 52 | 46 | 41 | 37 | 33 | 33 | 33 | 19 | 15 | 33 | 33 | 38 | 27 | 19 | 15 | 10 | 1 | 55 | 29 | 00 | 35 | 00 | 15 | 10 |
| 95 | " | " | " | 90 | " | 62 | 54 | 48 | 43 | 38 | 34 | 34 | 34 | 19 | 15 | 34 | 34 | 38 | 27 | 19 | 15 | 10 | 1 | 60 | 31 | 00 | 35 | 00 | 15 | 10 |
| 100 | " | " | " | 95 | " | 64 | 56 | 50 | 45 | 40 | 36 | 36 | 36 | 20 | 15 | 36 | 36 | 40 | 27 | 20 | 15 | 10 | 1 | 60 | 31 | 00 | 35 | 00 | 15 | 10 |
| 110 | " | " | " | 100 | " | 66 | 58 | 51 | 46 | 41 | 37 | 37 | 37 | 21 | 16 | 37 | 37 | 42 | 28 | 21 | 16 | 11 | 1 | 65 | 32 | 00 | 36 | 00 | 15 | 11 |
| 120 | " | " | " | 110 | " | 68 | 60 | 52 | 47 | 42 | 38 | 38 | 38 | 22 | 17 | 38 | 38 | 44 | 28 | 22 | 16 | 11 | 1 | 65 | 34 | 00 | 38 | 00 | 16 | 11 |
| 130 | " | " | " | 120 | " | 70 | 62 | 53 | 48 | 43 | 39 | 39 | 39 | 23 | 18 | 39 | 39 | 46 | 28 | 23 | 17 | 12 | 1 | 75 | 34 | 00 | 39 | 00 | 16 | 11 |
| 140 | " | " | " | 130 | " | 72 | 64 | 54 | 49 | 44 | 40 | 40 | 40 | 24 | 19 | 40 | 40 | 48 | 28 | 24 | 17 | 12 | 1 | 75 | 35 | 00 | 40 | 00 | 16 | 11 |
| 150 | " | " | " | 140 | " | 74 | 66 | 55 | 50 | 45 | 41 | 41 | 41 | 25 | 20 | 41 | 41 | 50 | 28 | 25 | 18 | 13 | 1 | 80 | 36 | 00 | 40 | 00 | 17 | 12 |
| 160 | " | " | " | 150 | " | 76 | 68 | 56 | 51 | 46 | 42 | 42 | 42 | 25 | 20 | 42 | 42 | 50 | 28 | 26 | 18 | 13 | 1 | 90 | 37 | 00 | 40 | 00 | 17 | 12 |

* Governed by Louisville & Nashville R. R. Local Classification.

Full passenger fare four (4) cents per mile.

***PENSACOLA DIVISION LOUISVILLE & NASHVILLE RAILROAD.**

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|------|----|----|----|----|----|----|
| 10 Miles and under | ..... | 12 | 10 | 9 | 8 | 7 | 6 | 6 | 6 | 5 | 5 | 6 | 6 | 10 | 6 | 5 | 4 | 3 | 60 | 5 | 00 | 6 | 00 | 10 | 8 |
| 15 " " over 10 Miles | ..... | 15 | 13 | 12 | 11 | 10 | 9 | 9 | 9 | 6 | 6 | 9 | 9 | 12 | 9 | 6 | 5 | 4 | 70 | 6 | 00 | 7 | 00 | 11 | 8 |
| 20 " " " 15 " | ..... | 20 | 17 | 15 | 13 | 12 | 11 | 11 | 11 | 7 | 7 | 11 | 11 | 14 | 11 | 7 | 6 | 5 | 90 | 7 | 00 | 8 | 00 | 12 | 8 |
| 25 " " " 20 " | ..... | 23 | 20 | 17 | 15 | 14 | 13 | 13 | 13 | 9 | 8 | 13 | 13 | 18 | 13 | 9 | 7 | 5 | 1 05 | 8 | 00 | 10 | 00 | 12 | 9 |
| 30 " " " 25 " | ..... | 26 | 23 | 20 | 17 | 16 | 15 | 15 | 15 | 10 | 8 | 15 | 15 | 20 | 15 | 10 | 7 | 6 | 1 15 | 10 | 00 | 12 | 00 | 13 | 9 |
| 35 " " " 30 " | ..... | 29 | 25 | 22 | 19 | 18 | 17 | 17 | 17 | 11 | 9 | 17 | 17 | 22 | 17 | 11 | 8 | 6 | 1 20 | 12 | 00 | 14 | 00 | 13 | 9 |
| 40 " " " 35 " | ..... | 32 | 27 | 24 | 21 | 20 | 19 | 19 | 19 | 12 | 9 | 19 | 19 | 24 | 19 | 12 | 8 | 6 | 1 25 | 14 | 00 | 18 | 00 | 14 | 10 |
| 45 " " " 40 " | ..... | 35 | 30 | 27 | 23 | 22 | 21 | 21 | 21 | 13 | 10 | 21 | 21 | 26 | 21 | 13 | 8 | 7 | 1 25 | 15 | 00 | 18 | 00 | 14 | 10 |
| 50 " " " 45 " | ..... | 37 | 32 | 28 | 25 | 24 | 22 | 22 | 22 | 14 | 10 | 22 | 22 | 28 | 22 | 14 | 9 | 7 | 1 30 | 16 | 00 | 19 | 00 | 13 | 10 |
| 55 " " " 50 " | ..... | 39 | 34 | 30 | 26 | 25 | 23 | 23 | 23 | 15 | 11 | 23 | 23 | 30 | 23 | 15 | 10 | 7 | 1 35 | 18 | 00 | 22 | 00 | 15 | 10 |

* Governed by Louisville & Nashville R. R. Local Classification.

Full passenger fare three (3) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of
the State of Florida. Special No. 1.

FOR JACKSONVILLE, TAMPA AND KEY WEST RAILWAY.

Taking Effect April 1, 1898.

Tallahassee, Fla., March 22, 1898.

| Between Jacksonville, Fla., and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | | Per Carload. | | | Per 100 Pounds. |
|---------------------------------|---------------------|----|----|----|----|----|----|----|----|---|----|----|-------------|-----------------|----------|------|-------|--------------|------|----|-----------------|
| | 2 | 1 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | | K | L | M | N | O | P |  | R |
| †Edgewood.....Fla. } | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 26 | 12 | 7 | 75 | 1 00 | 8 00 | 10 00 | 5 00 | 8 | |
| †Youkon.....“ } | | | | | | | | | | | | | | | | | | | | | |
| †Reeds.....“ } | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 8 | 90 | 1 00 | 11 00 | 12 00 | 7 00 | 9 | |
| Orange Park.....“ } | | | | | | | | | | | | | | | | | | | | | |
| †Peoria.....“ } | | | | | | | | | | | | | | | | | | | | | |
| †Willford.....“ } | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 8 | 1 00 | 1 00 | 14 00 | 14 00 | 8 00 | 10 | |
| †Fleming.....“ } | | | | | | | | | | | | | | | | | | | | | |
| †Magnolia Springs.....“ } | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 9 | 6 | 15 | 20 | 12 | 7 | 90 | 1 00 | 14 00 | 13 75 | 8 00 | 9 | |
| Green Cove Springs.....“ } | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|---|----|-------|-------|-------|-------|-------|-------|----|
| †Walkill..... | " | | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 8 | 1 | 00 | 1 | 00 | 16 | 00 | 15 | 00 | 9 | 00 | 10 |
| †West Tocol..... | " | } | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 8 | 1 | 00 | 1 | 00 | 18 | 00 | 15 | 00 | 10 | 00 | 10 |
| Bostwick..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Teasdale..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Sauble..... | " | } | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 9 | 1 | 00 | 1 | 00 | 20 | 00 | 16 | 00 | 11 | 00 | 10 |
| Palatka..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Lundy..... | " | } | 27 | 25 | 21 | 18 | 15 | 12 | 11 | 11 | 11 | 9 | 18 | 22 | 18 | 10 | 1 | 25 | 1 | 25 | 20 | 00 | 17 | 00 | 11 | 00 | 12 |
| †Peniel..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hodges..... | " | } | 30 | 27 | 25 | 20 | 16 | 13 | 13 | 13 | 11 | 10 | 20 | 23 | 20 | 10 | 1 | 25 | 1 | 25 | 22 | 00 | 18 | 00 | 11 | 00 | 13 |
| †Buffalo Bluff..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Satsuma..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sisco..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pomona..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Como..... | " | } | 31 | 28 | 25 | 21 | 16 | 14 | 14 | 13 | 12 | 11 | 21 | 24 | 23 | 10 | 1 | 35 | 1 | 35 | 24 | 00 | 19 | 00 | 12 | 00 | 14 |
| Huntington..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crescent City Junction.. | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crescent City..... | " | | 37 | 34 | 31 | 25 | 20 | 17 | 18 | 15 | 18 | 11 | 25 | 28 | 25 | 16 | 2 | 00 | 1 | 55 | | | | | | | 20 |
| †Denver..... | " | } | 31 | 28 | 25 | 21 | 16 | 14 | 14 | 13 | 12 | 11 | 21 | 24 | 23 | 10 | 1 | 35 | 1 | 35 | 24 | 00 | 19 | 00 | 12 | 00 | 14 |
| †Long Station..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of
the State of Florida. Special No. 1.

FOR JACKSONVILLE, TAMPA AND KEY WEST RAILWAY—Continued.

Taking Effect April 1, 1898.

Tallahassee, Fla., March 22, 1898.

| Between Jacksonville and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | | Per Carload. | | | Per 100 Pounds. | | | | |
|--------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|----|---|--------------|----|----|-----------------|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Hammond..... Fla. | 33 | 29 | 26 | 21 | 17 | 14 | 14 | 13 | 13 | 11 | 21 | 25 | 24 | 10 | 1 | 40 | 1 | 40 | 26 | 00 | 20 | 00 | 13 | 00 | 14 |
| Seville..... " | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Bakersburg..... " | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pierson..... " | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eldridge..... " | 34 | 30 | 27 | 23 | 19 | 16 | 16 | 14 | 14 | 12 | 23 | 28 | 25 | 10 | 1 | 50 | 1 | 50 | 28 | 00 | 21 | 00 | 14 | 00 | 16 |
| Barberville..... " | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Huttons Mill..... " | | | | | | | | | | | | | | | | | | | | | | | | | |
| DeLeon Springs..... " | | | | | | | | | | | | | | | | | | | | | | | | | |

Schedule of Freight Tariffs Revised, Allowed, and Adopted by the Railroad Commission of
the State of Florida. Special No. 1.

FOR JACKSONVILLE, TAMPA AND KEY WEST RAILWAY—Continued.

Taking Effect April 1, 1898.

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| Between Jacksonville and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | Per Carload. | | | Per 100 Pounds. |
|--|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|------|--------------|-------|-------|-----------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R |
| †Maytown..... Fla. } †Aurantia..... “ } | 64 | 55 | 49 | 43 | 35 | 27 | 27 | 25 | 20 | 16 | 43 | 51 | 34 | 15 | 2 00 | 2 00 | 33 00 | 26 00 | 17 00 | 22 |
| †Turnbull “ | 64 | 55 | 49 | 43 | 35 | 27 | 27 | 25 | 20 | 16 | 43 | 51 | 34 | 15 | 2 00 | 2 00 | 34 00 | 27 00 | 17 00 | 23 |
| Mims “ } LaGrange “ } | 72 | 62 | 55 | 46 | 38 | 30 | 29 | 26 | 20 | 16 | 44 | 51 | 34 | 16½ | 2 15 | 2 15 | 34 00 | 27 00 | 17 00 | 23 |
| Titusville..... “ | 62 | 50 | 46 | 43 | 35 | 28 | 27 | 22 | 18 | 16 | 40 | 45 | 35 | 15 | 1 50 | 1 50 | 34 00 | 27 00 | 17 00 | 20 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|---|----|---|----|----|----|----|----|----|----|----|
| †New Upsula..... | “ | } | 57 | 50 | 45 | 38 | 31 | 26 | 24 | 23 | 20 | 16 | 38 | 44 | 33 | 12 | 1 | 65 | 1 | 75 | 31 | 00 | 24 | 00 | 16 | 00 | 18 |
| †Twin Lakes..... | “ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paola..... | “ | | 57 | 50 | 45 | 38 | 31 | 26 | 24 | 23 | 20 | 16 | 38 | 44 | 33 | 12 | 1 | 65 | 1 | 75 | 32 | 00 | 23 | 00 | 16 | 00 | 18 |
| †Markham..... | “ | } | 70 | 60 | 55 | 45 | 38 | 33 | 28 | 24 | 24 | 17 | 43 | 48 | 35 | 13 | 1 | 85 | 2 | 00 | 32 | 00 | 24 | 00 | 16 | 00 | 20 |
| Tufts..... | “ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Ethel..... | “ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Cassia..... | “ | } | 75 | 67 | 60 | 50 | 43 | 35 | 32 | 26 | 26 | 20 | 45 | 53 | 37 | 15½ | 2 | 00 | 2 | 10 | 32 | 00 | 25 | 00 | 16 | 00 | 21 |
| †Wayland..... | “ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| †Lovejoys Mills..... | “ | } | 75 | 67 | 60 | 50 | 43 | 35 | 32 | 26 | 26 | 20 | 45 | 53 | 37 | 15½ | 2 | 00 | 2 | 10 | 33 | 00 | 26 | 00 | 17 | 00 | 22 |
| Sorrento..... | “ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mt. Dora..... | “ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tavares..... | “ | | | | | | | | | | | | | | | | | | | | | | | | | | |

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the
State of Florida. Special No. 2.

FOR JACKSONVILLE, TAMPA AND KEY WEST RAILWAY.

Taking Effect April 1, 1898.

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| Between Palatka, Fla., Proper, and | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | | Per Carload. | | | Per 100 Pounds. | | | | |
|---------------------------------------|---------------------|----|----|----|----|----|----|----|----|---|----|----|-------------|--------------------|----------|----|---|--------------|----|----|--------------------|----|----|----|----|
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | | | | |
| Jacksonville Fla. } | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 9 | 1 | 00 | 1 | 00 | 20 | 00 | 16 | 00 | 11 | 00 | 10 |
| *Edgewood “ } | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Youkon “ } | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 8 | 1 | 00 | 1 | 00 | 18 | 00 | 15 | 00 | 10 | 00 | 10 |
| *Reeds “ } | | | | | | | | | | | | | | | | | | | | | | | | | |
| Orange Park “ } | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Peoria “ } | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 8 | 1 | 00 | 1 | 00 | 16 | 00 | 15 | 00 | 9 | 00 | 10 |
| *Willford “ } | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Fleming “ } | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|---|----|----|----|----|----|----|----|----|----|---|----|----|----|---|------|------|-------|-------|------|----|
| *Magnolia Springs..... | " | { | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 9 | 6 | 15 | 20 | 12 | 7 | 90 | 1 00 | 14 00 | 13 75 | 8 00 | 9 |
| Green Cove Springs..... | " | | | | | | | | | | | | | | | | | | | | | |
| *Walkill..... | " | | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 8 | 1 00 | 1 00 | 14 00 | 13 75 | 8 00 | 10 |
| *West Toccoi..... | " | | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 8 | 90 | 1 00 | 11 00 | 12 00 | 7 00 | 9 |
| Bostwick..... | " | { | 22 | 20 | 18 | 15 | 12 | 10 | 10 | 10 | 10 | 6 | 15 | 20 | 12 | 7 | 75 | 1 00 | 8 00 | 10 00 | 5 00 | 8 |
| *Teasdale..... | " | | | | | | | | | | | | | | | | | | | | | |
| *Sauble..... | " | | | | | | | | | | | | | | | | | | | | | |
| *Lundy..... | " | { | 17 | 16 | 13 | 11 | 9 | 7 | 7 | 7 | 7 | 6 | 12 | 16 | 12 | 8 | 75 | 90 | 8 00 | 10 00 | 5 00 | 8 |
| *Peniel..... | " | | | | | | | | | | | | | | | | | | | | | |
| Hodges..... | " | { | 20 | 18 | 17 | 13 | 10 | 8 | 9 | 9 | 7 | 7 | 14 | 17 | 14 | 8 | 75 | 90 | 8 00 | 10 00 | 5 00 | 8 |
| *Buffalo Bluff..... | " | | | | | | | | | | | | | | | | | | | | | |
| Satsuma..... | " | | | | | | | | | | | | | | | | | | | | | |
| Sisco..... | " | { | 20 | 18 | 17 | 13 | 10 | 8 | 9 | 9 | 7 | 7 | 14 | 17 | 14 | 8 | 90 | 90 | 11 00 | 12 00 | 7 00 | 9 |
| Pomona..... | " | | | | | | | | | | | | | | | | | | | | | |
| Como..... | " | { | 21 | 19 | 17 | 14 | 10 | 9 | 10 | 9 | 8 | 8 | 15 | 18 | 17 | 8 | 1 00 | 1 00 | 11 00 | 12 00 | 7 00 | 9 |
| Huntington..... | " | | | | | | | | | | | | | | | | | | | | | |
| Crescent City Junction..... | " | { | 21 | 19 | 17 | 14 | 10 | 9 | 10 | 9 | 8 | 8 | 15 | 18 | 17 | 8 | 1 00 | 1 00 | 14 00 | 14 00 | 8 00 | 10 |
| *Denver..... | " | | | | | | | | | | | | | | | | | | | | | |
| *Long Station..... | " | | | | | | | | | | | | | | | | | | | | | |

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the
State of Florida. Special No. 2.

FOR JACKSONVILLE, TAMPA AND KEY WEST RAILWAY—Continued.
Taking Effect April 1, 1898. Tallahassee, Fla., March 22, 1898.

| Between Palatka, Fla., Proper, and | Per Hundred Pounds. | | | | | | | | | | | | | | Per Barrel. Per 100 Pounds. | Per Ton. | | | Per Carload. | | | Per 100 Pounds. |
|---------------------------------------|---------------------|----|----|----|----|----|----|----|----|---|----|----|----|----|-----------------------------------|----------|---|----|--------------|-------|----|--------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | |
| Crescent City..... Fla. | 27 | 25 | 23 | 18 | 14 | 12 | 14 | 11 | 14 | 8 | 19 | 22 | 19 | 14 | 1 | 65 | 1 | 20 | ..... | ..... | 17 | |
| *Hammond..... " } | 23 | 20 | 18 | 14 | 11 | 9 | 10 | 9 | 9 | 8 | 15 | 19 | 18 | 8 | 1 | 05 | 1 | 05 | 14 | 00 | 10 | |
| Seville..... " } | | | | | | | | | | | | | | | | | | 14 | 00 | 8 | 00 | |
| *Bakersburg..... " } | 23 | 20 | 18 | 14 | 11 | 9 | 10 | 9 | 9 | 8 | 15 | 19 | 18 | 8 | 1 | 05 | 1 | 05 | 16 | 00 | 11 | |
| Pierson..... " } | | | | | | | | | | | | | | | | | | 15 | 00 | 9 | 00 | |
| Eldridge..... " } | 24 | 21 | 19 | 16 | 13 | 11 | 12 | 10 | 10 | 9 | 17 | 22 | 19 | 8 | 1 | 15 | 1 | 15 | 16 | 00 | 11 | |
| Barberville.... " } | | | | | | | | | | | | | | | | | | 15 | 00 | 9 | 00 | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|---|----|----|----|----|----|----|----|----|
| *Huttons Mill | " | } | 24 | 21 | 19 | 16 | 13 | 11 | 12 | 10 | 10 | 9 | 17 | 22 | 19 | 8 | 1 | 15 | 1 | 15 | 18 | 00 | 16 | 00 | 10 | 00 | 12 |
| DeLeon Springs | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Norris Siding | " | } | 24 | 21 | 20 | 17 | 13 | 11 | 12 | 10 | 10 | 9 | 18 | 22 | 19 | 8 | 1 | 15 | 1 | 15 | 18 | 00 | 16 | 00 | 10 | 00 | 12 |
| Bonds Mill | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Glenwood | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Highland Park | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *DeLand Junction | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stetson | " | } | 28 | 25 | 23 | 20 | 16 | 15 | 15 | 13 | 10 | 11 | 21 | 24 | 22 | 10 | 1 | 40 | 1 | 40 | 20 | 00 | 17 | 00 | 11 | 00 | 13 |
| DeLand | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Beresford | " | } | 25 | 21 | 20 | 17 | 13 | 11 | 12 | 10 | 10 | 9 | 18 | 22 | 19 | 8 | 1 | 15 | 1 | 15 | 20 | 00 | 17 | 00 | 11 | 00 | 13 |
| *Fatio | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Orange City Junction | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Enterprise Junction | " | | 25 | 22 | 21 | 17 | 13 | 11 | 12 | 11 | 11 | 9 | 18 | 24 | 21 | 8 | 1 | 15 | 1 | 15 | 22 | 00 | 18 | 00 | 11 | 00 | 14 |
| *Monroe | " | | 27 | 23 | 21 | 17 | 13 | 11 | 12 | 11 | 12 | 10 | 18 | 34 | 24 | 8 | 1 | 15 | 1 | 15 | 22 | 00 | 18 | 00 | 11 | 00 | 14 |
| Sanford | " | | 27 | 23 | 21 | 17 | 13 | 11 | 12 | 11 | 12 | 10 | 18 | 34 | 24 | 8 | 1 | 15 | 1 | 15 | 24 | 00 | 19 | 00 | 19 | 00 | 15 |
| Enterprise | " | | 27 | 23 | 21 | 17 | 13 | 11 | 12 | 11 | 12 | 10 | 18 | 34 | 24 | 8 | 1 | 15 | 1 | 15 | 22 | 00 | 18 | 00 | 11 | 00 | 14 |
| *Garfield | " | } | 40 | 36 | 32 | 28 | 23 | 20 | 22 | 21 | 14 | 13 | 29 | 39 | 27 | 10 | 1 | 40 | 1 | 40 | 24 | 00 | 19 | 00 | 12 | 00 | 15 |
| Osteen | " | | | | | | | | | | | | | | | | | | | | | | | | | | |

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the State of Florida.

Special No. 2.

FOR JACKSONVILLE, TAMPA AND KEY WEST RAILWAY—Continued.

Taking effect April 1, 1898.

Tallahassee, Fla., March 22, 1898.

| Between Palatka, Fla., Proper, and | Per Hundred Pounds. | | | | | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | | Per Carload. | | | Per 100 Pounds. | |
|------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|---|-------------|-----------------|----------|----|----|--------------|----|----|-----------------|----|
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | | | | | |
| *Cow Creek..... Fla. | } | 54 | 46 | 41 | 36 | 29 | 22 | 23 | 21 | 16 | 13 | 37 | 45 | 28 | 13 | 1 | 65 | 1 | 65 | 26 | 00 | 20 | 00 | 13 | 00 | 16 |
| *Maytown..... " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Aurantia..... " | } | 54 | 46 | 41 | 36 | 29 | 22 | 23 | 21 | 16 | 13 | 37 | 45 | 28 | 13 | 1 | 65 | 1 | 65 | 28 | 00 | 21 | 00 | 14 | 00 | 17 |
| *Turnbull..... " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mims..... * | " | 62 | 53 | 47 | 39 | 32 | 25 | 25 | 22 | 16 | 13 | 38 | 45 | 28 | 14½ | 1 | 80 | 1 | 80 | 28 | 00 | 21 | 00 | 14 | 00 | 17 |
| *LaGrange..... " | " | 62 | 53 | 47 | 39 | 32 | 25 | 25 | 22 | 16 | 13 | 38 | 45 | 28 | 14½ | 1 | 80 | 1 | 80 | 29 | 00 | 22 | 00 | 14 | 00 | 18 |
| Titusville..... " | " | 52 | 41 | 38 | 36 | 29 | 23 | 23 | 18 | 14 | 13 | 34 | 39 | 29 | 13 | 1 | 15 | 1 | 15 | 29 | 00 | 22 | 00 | 14 | 00 | 18 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|---|----|---|----|----|----|----|----|----|----|----|
| *New Upsala..... | " | } | 47 | 41 | 37 | 31 | 25 | 21 | 20 | 19 | 16 | 13 | 32 | 38 | 27 | 10 | 1 | 30 | 1 | 40 | 24 | 00 | 19 | 00 | 12 | 00 | 15 |
| *Twin Lakes..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paola..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Markham..... | " | } | 60 | 51 | 47 | 38 | 32 | 28 | 24 | 20 | 20 | 14 | 37 | 42 | 29 | 11 | 1 | 50 | 1 | 65 | 24 | 00 | 19 | 00 | 12 | 00 | 15 |
| Tufts..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Ethel..... | " | | 60 | 51 | 47 | 38 | 32 | 28 | 24 | 20 | 20 | 14 | 37 | 42 | 29 | 11 | 1 | 50 | 1 | 65 | 26 | 00 | 20 | 00 | 13 | 00 | 16 |
| *Cassia..... | " | } | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Wayland..... | " | | 65 | 58 | 52 | 43 | 37 | 30 | 28 | 22 | 22 | 17 | 39 | 47 | 31 | 13½ | 1 | 65 | 1 | 75 | 26 | 00 | 20 | 00 | 13 | 00 | 16 |
| *Lovejoys Mill..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sorrento..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mt. Dora..... | " | } | 65 | 58 | 52 | 43 | 37 | 30 | 28 | 22 | 22 | 17 | 39 | 47 | 31 | 13½ | 1 | 65 | 1 | 75 | 27 | 00 | 21 | 00 | 14 | 00 | 17 |
| Tavares..... | " | | | | | | | | | | | | | | | | | | | | | | | | | | |

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
FOR JACKSONVILLE, TAMPA & KEY WEST RAILWAY.
 Local Mileage Tariff.

| Distances. | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | | Per Carload. | | | | Per 100 Pounds. | Oranges, per Box 80 Pounds. | Vegetables, per Crate 50 Pounds. |
|----------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|------|--------------|-------|-------|----|-----------------|-----------------------------|----------------------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | | |
| 10 Miles and under | 30 | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | 9 | 19 | 21 | 16 | 7 | 75 | 1 10 | 8 00 | 10 00 | 5 00 | 8 | .... | 8 | |
| 20 " " over 10 Miles | 34 | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18 | 8 | 90 | 1 20 | 11 00 | 12 00 | 7 00 | 9 | .... | 8 | |
| 30 " " " 20 " | 38 | 35 | 31 | 26 | 24 | 19 | 17 | 14 | 14 | 11 | 23 | 27 | 20 | 9 | 1 05 | 1 30 | 14 00 | 14 00 | 8 00 | 10 | .... | 8 | |
| 40 " " " 30 " | 42 | 38 | 34 | 28 | 26 | 21 | 19 | 15 | 15 | 11 | 25 | 30 | 22 | 10 | 1 20 | 1 40 | 16 00 | 15 00 | 9 00 | 11 | .... | 9 | |
| 50 " " " 40 " | 46 | 41 | 37 | 30 | 28 | 23 | 21 | 16 | 16 | 12 | 27 | 33 | 24 | 10½ | 1 30 | 1 50 | 18 00 | 16 00 | 10 00 | 12 | .... | 9 | |
| 60 " " " 50 " | 50 | 44 | 40 | 32 | 30 | 25 | 23 | 17 | 17 | 13 | 29 | 36 | 26 | 11 | 1 40 | 1 60 | 20 00 | 17 00 | 11 00 | 13 | .... | 9 | |
| 70 " " " 60 " | 54 | 47 | 43 | 34 | 32 | 27 | 24 | 18 | 18 | 14 | 31 | 39 | 28 | 11½ | 1 50 | 1 70 | 22 00 | 18 00 | 11 00 | 14 | .... | 10 | |
| 80 " " " 70 " | 58 | 50 | 46 | 36 | 34 | 29 | 25 | 19 | 19 | 15 | 33 | 42 | 30 | 12 | 1 60 | 1 75 | 24 00 | 19 00 | 12 00 | 15 | .... | 10 | |
| 90 " " " 80 " | 62 | 53 | 49 | 38 | 36 | 31 | 26 | 20 | 20 | 15 | 35 | 45 | 31 | 12½ | 1 70 | 1 80 | 26 00 | 20 00 | 13 00 | 16 | .... | 10 | |
| 100 " " " 90 " | 66 | 56 | 52 | 40 | 38 | 33 | 27 | 21 | 21 | 16 | 37 | 47 | 32 | 13 | 1 75 | 1 85 | 28 00 | 21 00 | 14 00 | 17 | .... | 10 | |
| 110 " " " 100 " | 69 | 59 | 54 | 42 | 40 | 35 | 28 | 22 | 22 | 17 | 39 | 49 | 33 | 13½ | 1 80 | 1 90 | 29 00 | 22 00 | 14 00 | 18 | .... | 11 | |
| 120 " " " 110 " | 72 | 62 | 56 | 44 | 42 | 37 | 29 | 23 | 23 | 18 | 41 | 50 | 34 | 14 | 1 85 | 1 95 | 30 00 | 23 00 | 15 00 | 19 | .... | 11 | |
| 130 " " " 120 " | 75 | 65 | 58 | 46 | 44 | 39 | 30 | 24 | 24 | 19 | 43 | 51 | 35 | 14½ | 1 90 | 2 00 | 31 00 | 24 00 | 16 00 | 20 | .... | 11 | |
| 140 " " " 130 " | 78 | 68 | 60 | 48 | 46 | 41 | 31 | 25 | 25 | 19 | 45 | 52 | 36 | 15 | 1 95 | 2 05 | 32 00 | 25 00 | 16 00 | 21 | .... | 11 | |
| 150 " " " 140 " | 80 | 70 | 61 | 50 | 48 | 43 | 32 | 26 | 26 | 20 | 47 | 53 | 37 | 15½ | 2 00 | 2 10 | 33 00 | 26 00 | 17 00 | 22 | .... | 11 | |
| 160 " " " 150 " | 82 | 72 | 62 | 52 | 49 | 44 | 33 | 27 | 27 | 20 | 48 | 54 | 38 | 16 | 2 05 | 2 15 | 34 00 | 27 00 | 17 00 | 23 | .... | 12 | |

Full passenger fare three (3) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
FOR GEORGIA SOUTHERN AND FLORIDA RAILWAY COMPANY.

Local Mileage Tariff.

| Distances. | | | | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton 2,000 Pounds. | | Per Carload. | | | Per 100 lbs. | Per Crate. | |
|--------------------|-----|---------------|-------|---------------------|----|----|----|----|----|----|----|-----|----|----|----|-------------|-----------------|-----------------------|------|--------------|-------|-------|--------------|------------|----|
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V |
| 10 Miles and under | ... | ... | ... | 24 | 21 | 20 | 15 | 14 | 12 | 12 | 12 | 5½ | 5 | 14 | 15 | 11½ | 7½ | 75 | 1 20 | 9 75 | 12 00 | 5 00 | 8 | 10 | 8 |
| 20 Miles | “ | over 10 Miles | ... | 30 | 27 | 24 | 21 | 18 | 15 | 15 | 15 | 7 | 6 | 18 | 21 | 14 | 9 | 90 | 1 35 | 12 00 | 15 00 | 7 00 | 9 | 11 | 8 |
| 30 Miles | “ | “ | 20 “ | ... | 36 | 32 | 29 | 26 | 21 | 17 | 17 | 7½ | 6½ | 21 | 26 | 15 | 10½ | 1 05 | 1 50 | 15 00 | 16 50 | 8 00 | 11 | 12 | 8 |
| 40 Miles | “ | “ | 30 “ | ... | 41 | 36 | 33 | 30 | 24 | 18 | 18 | 8 | 7½ | 24 | 30 | 16½ | 12 | 1 20 | 1 65 | 19 50 | 18 00 | 9 00 | 12 | 12 | 9 |
| 50 Miles | “ | “ | 40 “ | ... | 42 | 38 | 35 | 31 | 25 | 18 | 18 | 8½ | 8 | 25 | 31 | 17½ | 12 | 1 26 | 1 68 | 19 60 | 18 20 | 10 00 | 13 | 13 | 9 |
| 60 Miles | “ | “ | 50 “ | ... | 46 | 42 | 38 | 34 | 27 | 20 | 20 | 9 | 8½ | 27 | 34 | 18 | 12½ | 1 33 | 1 82 | 20 30 | 19 60 | 11 00 | 14 | 13 | 9 |
| 70 Miles | “ | “ | 60 “ | ... | 50 | 46 | 41 | 36 | 28 | 21 | 21 | 9½ | 9 | 28 | 36 | 19 | 12½ | 1 40 | 1 96 | 22 40 | 21 00 | 11 00 | 15 | 14 | 10 |
| 80 Miles | “ | “ | 70 “ | ... | 51 | 47 | 41 | 36 | 28 | 21 | 21 | 10 | 9½ | 28 | 36 | 20 | 12½ | 1 43 | 1 96 | 22 40 | 21 00 | 12 00 | 16 | 14 | 10 |
| 90 Miles | “ | “ | 80 “ | ... | 55 | 49 | 43 | 38 | 29 | 22 | 22 | 11 | 10 | 29 | 38 | 21½ | 12½ | 1 50 | 2 08 | 23 40 | 22 10 | 13 00 | 17 | 15 | 10 |
| 100 Miles | “ | “ | 90 “ | ... | 59 | 52 | 46 | 39 | 30 | 23 | 23 | 11½ | 11 | 30 | 39 | 23 | 13 | 1 56 | 2 21 | 26 00 | 22 10 | 14 00 | 18 | 15 | 10 |
| 110 Miles | “ | “ | 100 “ | ... | 59 | 52 | 46 | 39 | 30 | 23 | 23 | 12 | 11 | 30 | 39 | 23 | 13 | 1 56 | 2 21 | 26 00 | 22 10 | 14 00 | 18 | 15 | 11 |
| 120 Miles | “ | “ | 110 “ | ... | 61 | 53 | 47 | 39 | 30 | 24 | 24 | 13 | 12 | 30 | 39 | 24 | 13 | 1 56 | 2 28 | 27 60 | 22 10 | 15 00 | 19 | 15 | 11 |

Full passenger fare three (3) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
 FOR TAVARES AND GULF RAILWAY COMPANY..
 Local Mileage Tariff.

| Distances. | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. 2,000 Pounds. | Per Carload. | | | | Per 100 Pounds. | Per Crate. | |
|--------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|---------------------------|--------------|-------|-------|------|-----------------|------------|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V |
| 10 Miles and under | 30 | 27 | 25 | 22 | 19 | 16 | 15 | 12 | 12 | 10 | 20 | 24 | 20 | 8 | 1 00 | 1 25 | 8 00 | 10 00 | 6 00 | 10 | 13 | 9 |
| 20 Miles " over 10 Miles . . . | 35 | 32 | 29 | 26 | 23 | 20 | 18 | 15 | 15 | 13 | 23 | 28 | 25 | 10 | 1 25 | 1 50 | 11 00 | 12 00 | 8 00 | 12 | 14 | 10 |
| 30 Miles " " 20 " . . . | 40 | 37 | 33 | 30 | 27 | 24 | 20 | 17 | 17 | 14 | 25 | 31 | 27 | 12 | 1 40 | 1 50 | 14 00 | 15 00 | 9 00 | 14 | 15 | 11 |

Full passenger fare five (5) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
FOR JACKSONVILLE AND ATLANTIC RAILROAD.
 Local Mileage Tariff.

| Distances. | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. 2,000 Pounds. | Per Carload. | | | | Per 100 lbs. | Per Crate. | |
|------------------------------|---------------------|----|----|----|----|----|----|----|----|---|----|----|-------------|-----------------|---------------------------|--------------|-------|-------|------|--------------|------------|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | G | V |
| 10 Miles and under | 23 | 21 | 19 | 17 | 13 | 13 | 10 | 11 | 9 | 8 | 17 | 18 | 17 | 8 | 1 10 | 1 40 | 8 00 | 10 40 | 5 40 | 8 | 12 | 8 |
| 20 " " over 10 Miles. | 30 | 26 | 23 | 22 | 19 | 15 | 13 | 13 | 10 | 9 | 19 | 19 | 20 | 9 | 1 20 | 1 45 | 11 00 | 12 00 | 7 00 | 9 | 13 | 8 |

Full passenger fare three (3) cents per mile.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.
 FOR ATLANTIC, VALDOSTA AND WESTERN RAILWAY COMPANY.
 Local Mileage Tariff.

| Distances | Per Hundred Pounds. | | | | | | | | | | | | Per Barrel. | Per 100 Pounds. | Per Ton. | Per Car Load. | | | | Per 100 lbs. | Resin, per 100 Pounds. | Turpentine, per 100 Pounds. |
|-----------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|-----------------|----------|---------------|-------|-------|-------|--------------|------------------------|-----------------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D | E | H | F | K | L | M | N | O | P | R | | |
| 5 Miles | 18 | 17 | 15 | 12 | 11 | 9 | 9 | 6 | 4½ | 4 | 11 | 12 | 9 | 4 | 35 | 55 | 8 00 | 5 50 | 4 00 | 4 | 3 | 4 |
| 10 " | 24 | 21 | 20 | 15 | 14 | 12 | 12 | 8 | 5½ | 5 | 14 | 15 | 11 | 5 | 50 | 80 | 8 00 | 6 00 | 5 00 | 5 | 4 | 6 |
| 15 " | 27 | 24 | 23 | 18 | 17 | 14 | 14 | 9 | 6 | 5½ | 17 | 18 | 12½ | 5½ | 55 | 85 | 11 00 | 9 00 | 6 00 | 5½ | 4½ | 6 |
| 20 " | 30 | 27 | 24 | 21 | 18 | 15 | 15 | 10 | 7 | 6 | 18 | 21 | 14 | 6 | 60 | 90 | 11 00 | 10 00 | 7 00 | 6 | 5 | 7 |
| 25 " | 33 | 30 | 27 | 24 | 20 | 17 | 17 | 11 | 7½ | 7 | 20 | 24 | 15 | 6½ | 65 | 95 | 14 00 | 11 00 | 8 00 | 6½ | 5 | 7 |
| 30 " | 36 | 32 | 29 | 26 | 21 | 17 | 17 | 11 | 7½ | 7 | 21 | 26 | 15 | 7 | 70 | 1 00 | 14 00 | 11 00 | 8 00 | 7 | 5½ | 8 |
| 35 " | 39 | 35 | 32 | 29 | 23 | 18 | 18 | 12 | 8 | 7½ | 23 | 29 | 16 | 7½ | 75 | 1 05 | 16 00 | 12 00 | 9 00 | 7½ | 6 | 8 |
| 40 " | 41 | 36 | 33 | 30 | 24 | 18 | 18 | 12 | 8 | 7½ | 24 | 30 | 16 | 8 | 80 | 1 10 | 16 00 | 12 00 | 9 00 | 8 | 6½ | 9 |
| 45 " | 44 | 39 | 36 | 32 | 26 | 20 | 20 | 13 | 8½ | 8 | 26 | 32 | 17½ | 8 | 85 | 1 15 | 18 00 | 13 00 | 10 00 | 8½ | 6½ | 9 |
| 50 " | 45 | 41 | 37 | 33 | 27 | 20 | 20 | 13 | 9 | 8 | 27 | 33 | 17½ | 8 | 90 | 1 20 | 18 00 | 13 00 | 10 00 | 9 | 6½ | 10 |
| 55 " | 48 | 44 | 39 | 35 | 28 | 21 | 21 | 14 | 9 | 8½ | 28 | 35 | 18 | 8 | 95 | 1 25 | 20 00 | 14 00 | 10 00 | 9 | 6½ | 10 |
| 60 " | 49 | 45 | 39 | 35 | 28 | 21 | 21 | 14 | 9 | 8½ | 28 | 35 | 18 | 9 | 95 | 1 30 | 20 00 | 14 00 | 11 00 | 10 | 7 | 11 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|---|-------|----|----|----|----|----|----|----|----|-----|----|----|----|-----|----|------|------|-------|-------|-------|----|----|----|
| 65 | " | ..... | 49 | 45 | 39 | 35 | 28 | 21 | 21 | 15 | 9½ | 9 | 28 | 35 | 19 | 9 | 1 00 | 1 35 | 22 00 | 15 00 | 11 00 | 10 | 7 | 11 |
| 70 | " | ..... | 50 | 46 | 41 | 36 | 28 | 21 | 21 | 15 | 9½ | 9 | 28 | 36 | 19 | 9 | 1 00 | 1 40 | 22 00 | 15 00 | 11 00 | 11 | 7 | 12 |
| 75 | " | ..... | 53 | 49 | 42 | 38 | 29 | 22 | 22 | 16 | 10 | 9½ | 29 | 38 | 20 | 9½ | 1 05 | 1 45 | 24 00 | 16 00 | 12 00 | 11 | 7½ | 12 |
| 80 | " | ..... | 55 | 50 | 43 | 39 | 29 | 22 | 22 | 16 | 10 | 9½ | 29 | 39 | 20 | 9½ | 1 10 | 1 50 | 24 00 | 16 00 | 12 00 | 12 | 7½ | 13 |
| 85 | " | ..... | 57 | 52 | 45 | 40 | 31 | 24 | 24 | 17 | 11 | 10 | 31 | 40 | 21½ | 9½ | 1 15 | 1 55 | 26 00 | 17 00 | 13 00 | 12 | 7½ | 13 |
| 90 | " | ..... | 59 | 53 | 46 | 40 | 31 | 24 | 24 | 17 | 11 | 10 | 31 | 40 | 21½ | 9½ | 1 15 | 1 60 | 26 00 | 17 00 | 13 00 | 13 | 7½ | 14 |
| 95 | " | ..... | 62 | 55 | 48 | 40 | 31 | 25 | 25 | 18 | 11½ | 11 | 31 | 40 | 23 | 10 | 1 20 | 1 65 | 28 00 | 17 00 | 14 00 | 14 | 8 | 15 |
| 100 | " | ..... | 62 | 55 | 48 | 40 | 31 | 25 | 25 | 18 | 11½ | 11 | 31 | 40 | 23 | 10 | 1 20 | 1 70 | 28 00 | 17 00 | 14 00 | 14 | 8 | 15 |

When the mileage does not end in 0 or 5, the nearest mileage so ending shall govern.

Full passenger fare four (4) cents per mile.

RATES ON
FRUIT AND VEGETABLES

TO

JACKSONVILLE,

PALATKA,

GAINESVILLE AND

HIGH SPRINGS

(FOR BEYOND).

Plant System of Railways.

| Station No. | | Vegetables, per Stand- ard Crate. | Oranges and Lemons, per Box. |
|-------------|--|---|------------------------------------|
| | TO JACKSONVILLE, FLA., (For beyond) From | | |
| | SAVANNAH, FLORIDA & WESTERN RY. | | |
| 1 | Sanford Fla | 10 | 10 |
| 2 | Elwould " | 13 | 14 |
| 3 | Crystal Lake " | 13 | 16 |
| 4 | Lake Mary " | 13 | 16 |
| 5 | Soldiers Creek " | 13 | 18 |
| 6 | Longwood " | 13 | 18 |
| 7 | Altamonte Springs " | 13 | 18 |
| 8 | Formosa... .. " | 13 | 18 |
| 9 | Woodbridge " | 13 | 18 |
| 10 | Maitland " | 13 | 18 |
| 11 | Winter Park " | 13 | 18 |
| 12 | Orlando... .. " | 13 | 18 |
| 13 | Eight Oaks " | 13 | 18 |
| 14 | Troy " | 13 | 18 |
| 15 | Gatlin " | 13 | 18 |
| 16 | Jessamine " | 13 | 18 |
| 17 | Pine Castle " | 13 | 18 |
| 18 | Big Cypress " | 13 | 18 |
| 19 | McKinnon " | 13 | 18 |
| 20 | Marydia " | 13 | 18 |
| 21 | Kissimmee " | 13 | 18 |
| 22 | Campbells " | 13 | 18 |
| 23 | Loughman " | 13 | 18 |
| 24 | Davenport " | 13 | 18 |
| 25 | Haines City " | 13 | 18 |
| 26 | Bartow Junction..... " | 13 | 18 |
| 27 | Anburndale.. " | 13 | 18 |
| 28 | Fitzhugh " | 13 | 18 |
| | BARTOW BRANCH. | | |
| 29 | Excelsior Park Fla | 13 | 18 |
| 30 | Gordonsville..... " | 13 | 18 |
| 31 | Eagle Lake " | 13 | 18 |
| 32 | Eloise " | 13 | 18 |

Plant System of Railways—Continued.

| Station No. | | Vegetables, per Stand and Crate. | Oranges and Lemons, per Box. |
|--|--------------------------|--|------------------------------------|
| TO JACKSONVILLE, FLA., (For beyond) From BARTOW BRANCH. (Continued.) | | | |
| 1 | Winter Haven | Fla 13 | 18 |
| 2 | Florence | " 13 | 18 |
| 3 | Conine | " 13 | 18 |
| S & L DIVISION | | | |
| 4 | Spear Grove | Fla 14 | 14 |
| 5 | Fort Reed | " 14 | 14 |
| 6 | Onora | " 14 | 14 |
| 7 | Silver Lake | " 14 | 14 |
| 8 | Rutledge | " 14 | 14 |
| 9 | Aluvia | " 14 | 16 |
| 10 | Clydes | " 14 | 16 |
| 11 | Barlows | " 14 | 16 |
| 12 | Clifton | " 14 | 16 |
| 13 | Tuscawilla | " 14 | 16 |
| 14 | Lake Charm | " 14 | 16 |
| 15 | Oveido | " 14 | 16 |
| ST. CLOUD SUGAR BELT | | | |
| 16 | Hammock Grove | Fla 16 | 20 |
| 17 | Hirtzell | " 16 | 20 |
| 18 | Carolina | " 16 | 20 |
| 19 | St. Cloud Junction | " 16 | 20 |
| 20 | St. Cloud | " 16 | 20 |
| 21 | Deeson | " 16 | 20 |
| 22 | Sunny Side | " 16 | 20 |
| 23 | Ashton | " 16 | 20 |
| 24 | Peen-To | " 16 | 20 |
| 25 | Runnymede | " 16 | 20 |
| 26 | Narcoossee | " 16 | 20 |
| SANFORD & ST. PETERSBURG. (North of Trilby) | | | |
| 27 | Monroe | Fla 10 | 10 |
| 28 | Sylvan Lake | " 13 | 16 |
| 29 | Paola | " 13 | 16 |
| 30 | Pine Crest | " 13 | 16 |
| 31 | Island Lake | " 13 | 16 |

Plant System of Railways—Continued.

| Station No. | | | Vegetables, per Stand- ard Crate. | Oranges and Lemons, per Box. |
|--|-------------------------|-----|---|------------------------------------|
| <p>TO JACKSONVILLE, FLA., (For beyond) From SANFORD & ST. PETERSBURG. (North of Trilby—Continued.)</p> | | | | |
| 1 | Glen Ethel | Fla | 13 | 16 |
| 2 | Palm Springs | " | 13 | 18 |
| 3 | Grenada | " | 13 | 18 |
| 4 | Forest City | " | 13 | 18 |
| 5 | Toronto | " | 13 | 18 |
| 6 | Lakeville | " | 13 | 18 |
| 7 | Clarcona | " | 13 | 18 |
| 8 | Millerton | " | 13 | 18 |
| 9 | Statens | " | 13 | 18 |
| 10 | Crown Point | " | 13 | 18 |
| 11 | Brannons | " | 13 | 18 |
| 12 | Winter Garden | " | 13 | 18 |
| 13 | Brayton | " | 13 | 18 |
| 14 | Tildenville | " | 13 | 18 |
| 15 | Oakland | " | 13 | 18 |
| 16 | Killarney | " | 13 | 18 |
| 17 | Mohawk | " | 13 | 18 |
| 18 | Minneola | " | 13 | 18 |
| 19 | Greene | " | 13 | 18 |
| 20 | Clermont | " | 13 | 18 |
| 21 | Varnel | " | 13 | 18 |
| 22 | Sheridan | " | 13 | 18 |
| 23 | Mascotte | " | 13 | 18 |
| 24 | Mabel | " | 13 | 18 |
| 25 | Tarrytown | " | 13 | 18 |
| 26 | Linden | " | 13 | 18 |
| 27 | Riverland | " | 13 | 18 |
| 28 | Lacoochee | " | 12 | 18 |
| <p>TO GAINESVILLE, FLA., (For beyond) From FLORIDA SOUTHERN RAILWAY.</p> | | | | |
| 29 | Oliver Park | Fla | 10 | 13 |
| 30 | Denbys | " | 10 | 13 |
| 31 | Prairie Creek | " | 10 | 13 |
| 32 | Rochelle | " | 10 | 13 |
| 33 | Croft Park | Fla | 10 | 13 |
| 34 | Waitefield | " | 10 | 13 |
| 35 | Hawthorn | " | 10 | 13 |

Plant System of Railways—Continued.

| Station No. | | Vegetables, per Stand- ard Crate. | Oranges and Lemons, per Box. |
|---|-------------------------|---|------------------------------------|
| TO GAINESVILLE, FLA., (For beyond) From FLORIDA SOUTHERN RAILWAY. (Continued) | | | |
| 1 | Cole Grove | Fla 10 | 13 |
| 2 | Cone | " 10 | 13 |
| 3 | McMeekin | " 10 | 13 |
| 4 | Johnson | " 10 | 13 |
| 5 | Edgar | " 10 | 13 |
| 6 | Keuka | " 10 | 13 |
| 7 | Interlachen | " 10 | 13 |
| 8 | Mannville | " 10 | 13 |
| 9 | Hollister | " 10 | 13 |
| 10 | Francis | " 10 | 13 |
| 11 | Palatka | " 7½ | 10 |
| 12 | Micanopy Junction | Fla 10 | 13 |
| 13 | Micanopy | " 10 | 13 |
| 14 | Powell | " 10 | 13 |
| 15 | Abbott | " 10 | 13 |
| 16 | Shuford | " 10 | 13 |
| 17 | Phillips | " 10 | 13 |
| 18 | Willows | " 10 | 13 |
| 19 | Chamberlain | " 10 | 13 |
| 20 | Elmore | " 10 | 13 |
| 21 | Tacoma | " 10 | 13 |
| 22 | Evinston | Fla 10 | 13 |
| 23 | Boardman | " 10 | 13 |
| 24 | McIntosh | " 10 | 14 |
| 25 | Orange Lake | " 10 | 14 |
| 26 | Oaklawn | " 10 | 14 |
| 27 | Citra | " 10 | 14 |
| 28 | Millwood | " 10 | 14 |
| 29 | Reddick | " 10 | 14 |
| 30 | Lowell | " 10 | 14 |
| 31 | Martin | " 10 | 14 |
| 32 | Kendrick | " 10 | 14 |
| 33 | Ocala | " 11 | 16 |
| 34 | Orange Avenue | " 11 | 16 |
| 35 | Montague | " 11 | 16 |
| 36 | Hayes | " 11 | 16 |
| 37 | Weishton | " 11 | 16 |
| 38 | Candler | " 11 | 16 |
| 39 | Ocklawaha | " 11 | 16 |
| 40 | Weir Park | " 11 | 16 |
| 41 | East Lake | " 11 | 17 |

Plant System of Railways—Continued.

| Station No. | | Vegetables, per Stand- ard Crate. | Oranges and Lemons, per Box. |
|-------------|--|---|------------------------------------|
| | TO GAINESVILLE, FLA., (For beyond) From FLORIDA SOUTHERN RAILWAY. (Continued) | | |
| 1 | Stanton Fla | 11 | 17 |
| 2 | Weirsdale " | 11 | 17 |
| 3 | Conant " | 11 | 17 |
| 4 | Lady Lake " | 11 | 17 |
| 5 | Fruitland Park " | 11 | 17 |
| 6 | Franklin " | 11 | 17 |
| 7 | Leesburg " | 12 | 17 |
| 8 | Hepsidam " | 12 | 18 |
| 9 | Helena " | 12 | 18 |
| 10 | Okahumpka " | 12 | 18 |
| 11 | Cason " | 12 | 18 |
| 12 | Centre Hill " | 12 | 18 |
| 13 | Webster " | 12 | 18 |
| 14 | Dragem Junction " | 12 | 18 |
| 15 | Couper " | 13 | 18 |
| 16 | Brooksville " | 13 | 19 |
| | St. JOHNS & LAKE EUSTIS RAILROAD. | | |
| 17 | Grand View Fla | 12 | 18 |
| 18 | Bellreva " | 12 | 18 |
| 19 | Bonaventure..... " | 12 | 18 |
| 20 | Tillson " | 12 | 18 |
| 21 | Orange Bend " | 12 | 18 |
| 22 | Lisbon " | 12 | 18 |
| 23 | Lancaster " | 12 | 18 |
| 24 | Grand Island " | 12 | 18 |
| 25 | Glidwell " | 12 | 18 |
| 26 | Fort Mason " | 12 | 18 |
| 27 | Eustis " | 12 | 18 |
| 28 | Mt. Homer " | 12 | 18 |
| 29 | Tavares " | 12 | 18 |
| 30 | Lane Park " | 12 | 18 |
| 31 | Umatilla..... " | 12 | 18 |
| 32 | Glendale " | 12 | 18 |
| 33 | Altoona " | 12 | 18 |
| 34 | Pittman " | 12 | 18 |
| 35 | Summit " | 12 | 18 |
| 36 | Sellers Lake " | 12 | 13 |
| 37 | Cummings " | 12 | 18 |
| 38 | Astor Park " | 10 | 18 |
| 39 | Astor " | 10 | 10 |

Plant System of Railways—Continued.

| Station No. | | | Vegetables, per Stand- ard Crate. | Oranges and Lemons, per Box. |
|---|----------------------|-----|---|------------------------------------|
| TO HIGH SPRINGS, FLA., (For beyond) | | | | |
| 1 | Simmons | Fla | 8 | 13 |
| 2 | Wades | " | 8 | 13 |
| 3 | Rileys | " | 8 | 13 |
| 4 | Wrights | " | 8 | 13 |
| 5 | Duttons | " | 8 | 13 |
| 6 | Camps | " | 8 | 13 |
| 7 | Lexington | " | 8 | 13 |
| 8 | Victoria | " | 8 | 13 |
| 9 | Newberry | " | 8 | 13 |
| 10 | Half Moon | " | 8 | 13 |
| 11 | Archer | " | 10 | 15 |
| 12 | Standard No. 1 | " | 10 | 16 |
| 13 | Gunnells | " | 10 | 16 |
| 14 | Williston | " | 10 | 16 |
| 15 | Montbrook | " | 10 | 16 |
| 16 | Morrison | " | 11 | 16 |
| 17 | Romeo | " | 11 | 16 |
| 18 | Juliette | " | 11 | 16 |
| SILVER SPRINGS, OCALA & GULF RAILROAD. | | | | |
| 19 | Agnew | Fla | 11 | 16 |
| 20 | York | " | 11 | 16 |
| 21 | Martel | " | 11 | 16 |
| 22 | Leroy | " | 11 | 16 |
| 23 | Rock Springs | " | 11 | 16 |
| 24 | Piedmont | " | 11 | 16 |
| 25 | Flournoys | " | 11 | 16 |
| 26 | Stonewall | " | 11 | 16 |
| 27 | Weston | " | 11 | 16 |
| 28 | Chatmar | " | 11 | 16 |
| 29 | Clements | " | 11 | 16 |
| 30 | Youngblood | " | 11 | 16 |
| 31 | Dunnellon | " | 11 | 18 |
| 32 | Gulf Junction | " | 11 | 18 |
| 33 | Citronelle | " | 12 | 20 |
| 34 | Park Place | " | 13 | 20 |
| 35 | Crystal | " | 13 | 20 |
| 36 | Homosassa | " | 15 | 20 |
| 37 | Ellenton | " | 11 | 18 |
| 38 | Hartshorn | " | 11 | 18 |
| 39 | Anita | " | 11 | 18 |

Plant System of Railways—Continued.

| Station No. | | Vegetables, per Stand- ard Crate. | Oranges and Lemons, per Box. |
|-------------|---|---|------------------------------------|
| | TO HIGH SPRINGS, FLA., (For beyond) From SILVER SPRINGS, Ocala & Gulf RAILROAD. (Continued.) | | |
| 1 | Globe | 12 | 18 |
| 2 | Moore's | 12 | 18 |
| 3 | Hernando | 12 | 18 |
| 4 | Arlington | 12 | 18 |
| 5 | Laverness | 12 | 18 |
| | SAVANNAH, FLORIDA & WESTERN RAILWAY. | | |
| 6 | Cove Bend | 12 | 18 |
| 7 | Hambro | 12 | 18 |
| 8 | Floral City | 12 | 18 |
| 9 | Bradley | 12 | 18 |
| 10 | Pineola | 12 | 18 |
| 11 | Istachatta | 12 | 18 |
| 12 | Bonnie May Mines | 12 | 18 |
| 13 | Pemberton | 12 | 18 |
| 14 | Fitzgerald | 12 | 18 |
| 15 | Delaware | 12 | 18 |
| 16 | Oriole | 12 | 18 |
| 17 | Bay City | 12 | 18 |
| 18 | Trilby | 12 | 18 |
| 19 | Owensboro | 12 | 18 |
| 20 | Dade City | 12 | 18 |
| 21 | Ellerslie | 12 | 18 |
| 22 | Lumberton | 12 | 18 |
| 23 | Richland | 12 | 18 |
| 24 | Flatford | 12 | 18 |
| 25 | Millards | 13 | 18 |
| 26 | Tedderville | 13 | 18 |
| 27 | Kathleen | 13 | 18 |
| 28 | Galloway | 13 | 18 |
| 29 | Lakeland | 13 | 18 |
| 30 | Winston | 13 | 18 |
| | W. & B. V. RAILROAD. | | |
| 31 | Medulla | 18 | 24 |
| 32 | Bone Valley Junction | 18 | 24 |

Plant System of Railways—Continued.

| Station No. | | Vegetables, per Stand and Crate. | Oranges and Lemons, per Box. |
|--|----------------------------|--|------------------------------------|
| TO HIGH SPRINGS, FLA., (For beyond) From W. & B. V. RAILROAD. (Continued.) | | | |
| 1 | Bone Valley Fla | 18 | 24 |
| 2 | Memmingers " | 18 | 24 |
| 3 | Pebble " | 18 | 24 |
| 4 | Mulberry " | 18 | 24 |
| 5 | Pebble Dale " | 18 | 24 |
| 6 | Kingsford " | 18 | 24 |
| 7 | Phosphora " | 18 | 24 |
| 8 | Phosphora Junction " | 18 | 24 |
| 9 | Bone Hill Junction " | 18 | 24 |
| 10 | Bone Hill " | 18 | 24 |
| SAVANNAH, FLORIDA & WESTERN RAILWAY. | | | |
| 11 | Youmans Fla | 13 | 18 |
| 12 | Plant City " | 13 | 18 |
| 13 | Dover " | 13 | 18 |
| 14 | Seffner " | 13 | 19 |
| 15 | Mango " | 13 | 19 |
| 16 | Orient " | 13 | 19 |
| 17 | East Cove " | 13 | 19 |
| 18 | T. & T. Junction " | 13 | 19 |
| 19 | Ybor City " | 13 | 19 |
| 20 | Tampa " | 13 | 19 |
| 21 | Summer Haven Fla | 15 | 22 |
| 22 | Port Tampa City " | 15 | 22 |
| 23 | Haskell Fla | 13 | 18 |
| 24 | Bartow " | 13 | 18 |
| T. & T. RAILROAD. | | | |
| 25 | Hillsboro Fla | 18 | 24 |
| 26 | Harney " | 18 | 24 |
| 27 | Idlewild Park " | 18 | 24 |
| 28 | Thonotosassa " | 18 | 24 |
| CHARLOTTE HARBOR DIVISION. | | | |
| 29 | Pharr Fla | 16 | 21 |
| 30 | Homeland " | 16 | 21 |
| 31 | Pembroke " | 18 | 23 |

Plant System of Railways—Continued.

| Station No. | | Vegetables, per Stand- ard Crate. | Oranges and Lemons, per Box. |
|--|----------------------|---|------------------------------------|
| TO HIGH SPRINGS, FLA., (For Beyond) From CHARLOTTE HARBOR DIVISION. (Continued.) | | | |
| 1 | Sabin | Fla 18 | 23 |
| 2 | Fort Meade | " 18 | 24 |
| 3 | Acme | " 19 | 26 |
| 4 | Jane Jay | " 19 | 26 |
| 5 | Torrey | " 19 | 26 |
| 6 | Bowling Green | " 19 | 26 |
| 7 | Wauchula | " 19 | 27 |
| 8 | Scotts | " 19 | 27 |
| 9 | Zolfa | " 19 | 27 |
| 10 | Robinson | " 20 | 27 |
| 11 | Calvenia | " 20 | 27 |
| 12 | Arcadia | " 20 | 28 |
| 13 | Nocatee | " 20 | 28 |
| 14 | Hull | " 20 | 28 |
| 15 | Ft. Ogden | " 20 | 28 |
| 16 | Liverpool | " 21 | 29 |
| 17 | Cleveland | " 21 | 29 |
| 18 | Punta Gorda | " 21 | 29 |
| SANFORD & ST. PETERSBURG RAILROAD. (South of Trilby. | | | |
| 19 | Lenard | Fla 12 | 18 |
| 20 | Blanton | " 12 | 18 |
| 21 | Chipco | " 12 | 18 |
| 22 | St. Leo | " 13 | 18 |
| 23 | San Antonio | " 13 | 18 |
| 24 | Pasco | " 13 | 20 |
| 25 | Cypress | " 13 | 21 |
| 26 | Ehren | " 13 | 21 |
| 27 | Drexel | " 13 | 22 |
| 28 | Mexico | " 13 | 22 |
| 29 | Odessa | " 13 | 22 |
| 30 | Keystone Park | " 13 | 22 |
| 31 | Hamilton | " 13 | 22 |
| 32 | Taconey | " 13 | 22 |
| 33 | Tarpon Springs | " 13 | 22 |
| 34 | Seaside | " 13 | 22 |
| 35 | Sutherland | " 13 | 23 |
| 36 | Ozona | " 13 | 23 |

Plant System of Railways—Continued.

| Station No. | | Vegetables, per Stand- ard Crate. | Oranges and Lemons per Box. |
|--|------------------------------|---|-----------------------------------|
| TO HIGH SPRINGS, FLA., (For beyond) From SANFORD & ST. PETERSBURG RAILROAD. (South of Trilby—Continued.) | | | |
| 1 | Dunedin Fla | 13 | 23 |
| 2 | Belleair " | 13 | 23 |
| 3 | Clearwater " | 13 | 23 |
| 4 | Armour " | 13 | 24 |
| 5 | Largo " | 13 | 24 |
| 6 | Cross Bayou " | 13 | 24 |
| 7 | Lellman " | 13 | 24 |
| 8 | St. Petersburg " | 13 | 24 |
| 9 | St. Petersburg Wharf " | 15 | 25 |

Florida Central & Peninsular Railroad.

| Station No | FROM | Vegetables, per Crate. | Oranger and Lemons, per Box. |
|-------------------|-----------------------------|---------------------------|------------------------------------|
| WESTERN DIVISION. | | | |
| 1 | Marietta Fla | 8 | 10 |
| 2 | Macelenny " | 8 | 12 |
| 3 | Sanderson " | 9 | 13 |
| 4 | Watertown " | 9 | 13 |
| 5 | Welborn " | 10 | 14 |
| 6 | Live Oak " | 10 | 15 |
| 7 | Lees " | 11 | 15 |
| 8 | Madison " | 11 | 15 |
| 9 | Aucilla " | 11 | 16 |
| 10 | Monticello " | 12 | 17 |
| 11 | Lloyd " | 12 | 17 |
| 12 | Tallahassee " | 12 | 17 |
| 13 | Quincy " | 13 | 18 |
| 14 | River Junction " | 13 | 25 |
| 15 | Priceville " | 8 | 11 |
| 16 | Glen St. Mary " | 9 | 12 |
| 17 | Olustee " | 9 | 14 |
| 18 | Lake City " | 9 | 13 |
| 19 | Houston " | 10 | 14 |
| 20 | Ellaville " | 10 | 15 |
| 21 | West Farm " | 11 | 15 |
| 22 | Greenville " | 11 | 16 |
| 23 | Drifton " | 11 | 16 |
| 24 | Pinhook " | 12 | 17 |
| 25 | Chaires " | 12 | 17 |
| 26 | Midway " | 13 | 18 |
| 27 | Mt. Pleasant " | 13 | 18 |
| 28 | Chattahoochee River " | 13 | 25 |
| ST. MARKS BRANCH. | | | |
| 29 | Belair Fla | 12 | 17 |
| 30 | St. Marks " | 13 | 18 |
| 31 | Wakulla " | 13 | 18 |
| CENTRAL DIVISION. | | | |
| 32 | Callahan Fla | 8 | 10 |
| 33 | Dutton " | 8 | 12 |

Florida Central & Peninsular Railroad—Cont.

| Station No. | FROM | Vegetables, per Crate. | Oranges and Lemons, per Box. |
|-----------------------------------|-----------------------|---------------------------|------------------------------------|
| CENTRAL DIVISION. (Continued.) | | | |
| 1 | Brandy Branch | 8 | 12 |
| 2 | Maxville | 8 | 12 |
| 3 | Lawtey | 9 | 12 |
| 4 | Starke | 9 | 13 |
| 5 | Waldo | 9 | 13 |
| 6 | Gainesville | 10 | 13 |
| 7 | Arredondo | 10 | 13 |
| 8 | Palmer | 10 | 15 |
| 9 | Albion | 10 | 15 |
| 10 | Otter Creek | 11 | 15 |
| 11 | Rosewood | 11 | 16 |
| 12 | Crawford | 8 | 12 |
| 13 | Inglehome | 8 | 11 |
| 14 | Baldwin | 8 | 11 |
| 15 | Highland | 9 | 12 |
| 16 | Temple | 9 | 13 |
| 17 | Hampton | 9 | 13 |
| 18 | Fairbanks | 10 | 13 |
| 19 | Dayville | 10 | 13 |
| 20 | Kanapaha | 10 | 13 |
| 21 | Archer | 10 | 15 |
| 22 | Bronson | 10 | 15 |
| 23 | Ellzey | 11 | 15 |
| 24 | Cedar Key | 11 | 16 |
| LAKE WEIR BRANCH. | | | |
| 25 | South Lake Weir | 11 | 17 |
| 26 | Summerfield ..... | ..... | 17 |
| SOUTHERN DIVISION. | | | |
| 27 | Orange Heights | 10 | 13 |
| 28 | Hawthorne | 10 | 13 |
| 29 | Island Grove | 10 | 13 |
| 30 | Meadow | 10 | 14 |
| 31 | Anthony | 10 | 14 |
| 32 | Silver Spring | 10 | 15 |
| 33 | Santos | 11 | 16 |
| 34 | Oxford | 11 | 17 |
| 35 | Coleman | 11 | 17 |
| 36 | Campville | 10 | 13 |
| 37 | Lochloosa | 10 | 13 |
| 38 | Citra | 10 | 14 |

Florida Central & Peninsular Railroad—Cont.

| Station No. | FROM | Vegetables, per Crate. | Oranges and Lemons, per Crate. |
|------------------------------------|-----------------------|---------------------------|--------------------------------------|
| SOUTHERN DIVISION. (Continued.) | | | |
| 1 | Sparrs Fla | 10 | 14 |
| 2 | Spring Park | 10 | 15 |
| 3 | Ocala | 11 | 16 |
| 4 | Bellevue | 11 | 16 |
| 5 | Wildwood | 11 | 17 |
| 6 | Warnell | 11 | 18 |
| 7 | Panasoffkee | 11 | 18 |
| 8 | Bushnell | 12 | 18 |
| 9 | Withlacoochee..... | 12 | 18 |
| 10 | Owensboro | 12 | 18 |
| 11 | Passadena | 12 | 18 |
| 12 | Knights | 13 | 18 |
| 13 | Turkey Creek | 13 | 18 |
| 14 | Valrico | 13 | 18 |
| 15 | Limona | 13 | 19 |
| 16 | Tampa..... | 13 | 19 |
| 17 | Sumpterville | 11 | 18 |
| 18 | St. Catharine | 12 | 18 |
| 19 | Lacoochee | 12 | 18 |
| 20 | Dade City | 12 | 18 |
| 21 | Abbott | 12 | 18 |
| 22 | Plant City | 13 | 18 |
| 23 | Sidney | 13 | 18 |
| 24 | Brandon | 13 | 19 |
| 25 | Ybor City | 13 | 19 |
| ORLANDO DIVISION. | | | |
| 26 | Orange Home Fla | 11 | 17 |
| 27 | Whitney | 11 | 17 |
| 28 | Leesburg | 12 | 17 |
| 29 | McElveen | 12 | 18 |
| 30 | Ellsworth | 13 | 18 |
| 31 | Gainesboro | 13 | 18 |
| 32 | McDonald | 13 | 18 |
| 33 | Apopka..... | 13 | 18 |
| 34 | Toronto..... | 13 | 18 |
| 35 | Livingston | 13 | 18 |
| 36 | Bamboo | 11 | 17 |
| 37 | Montclair | 11 | 17 |
| 38 | Eldorado | 12 | 18 |
| 39 | Tavares | 12 | 18 |
| 40 | Victoria.. . | 13 | 18 |
| 41 | Zellwood | 13 | 18 |
| 42 | Plymouth | 13 | 18 |

Florida Central & Peninsular Railroad—Cont.

| Station No. | FROM | Vegetables, per Crate. | Oranges and Lemons, per Crate. |
|--|---------------------------|---------------------------|--------------------------------------|
| ORLANDO DIVISION. (Continued.) | | | |
| 1 | Piedmont Fla | 13 | 18 |
| 2 | Wekiva " | 13 | 18 |
| 3 | Orlando " | 13 | 18 |
| EAST FLORIDA & ATLANTIC BRANCH. | | | |
| 4 | Rowena Fla | 13 | 18 |
| 5 | Lakemont " | 13 | 18 |
| 6 | Gabriella " | 13 | 18 |
| 7 | Lake Charm " | 14 | 18 |
| 8 | Winter Park " | 13 | 18 |
| 9 | Golden Rod " | 13 | 18 |
| 10 | Oviedo... .. " | 14 | 18 |
| TURKEY CREEK BRANCH. | | | |
| 11 | Lighthall Mines Fla | 13 | 18 |
| 12 | Marvinia " | 13 | 18 |
| EAGLE MINE BRANCH. | | | |
| 13 | Archer Fla | 10 | 15 |
| 14 | Montbrook " | 10 | 16 |
| 15 | Standard Junction " | 11 | 16 |
| 16 | Ego Mine " | 11 | 16 |
| 17 | Wiliston " | 10 | 16 |
| 18 | Morrison " | 11 | 16 |
| 19 | Early Bird " | 11 | 16 |

Tavares & Gulf Railroad.

| Station No. | FROM | Vegetables, per Crate. | Oranges and Lemons, per Box. |
|-------------|----------------------------|---------------------------|------------------------------------|
| 1 | Astabula Fla | 13 | 18 |
| 2 | Clermont " | 13 | 18 |
| 3 | Franklins " | 13 | 18 |
| 4 | Killarney " | 13 | 18 |
| 5 | Mohawk " | 13 | 18 |
| 6 | Oakland " | 13 | 18 |
| 7 | Waits Junction " | 13 | 18 |
| 8 | Bear Springs " | 13 | 18 |
| 9 | Double Run " | 13 | 18 |
| 10 | Greens Siding " | 13 | 18 |
| 11 | Minneola " | 13 | 18 |
| 12 | Montverde " | 13 | 18 |
| 13 | Sunbeam " | 13 | 18 |
| 14 | West Apopka " | 13 | 18 |

Florida East Coast Railway.

| Station No. | AND | Vegetables, per Crate | Oranges and Lemons, per Box. | Pineapples, per Crate. |
|-------------|----------------------------------|--------------------------|------------------------------------|---------------------------|
| 1 | South Jacksonville Fla | 8 | 10 | ..... |
| 2 | Phillips " | 8 | 10 | ..... |
| 3 | Bowden " | 8 | 10 | ..... |
| 4 | Summers " | 8 | 10 | ..... |
| 5 | Nesbitt " | 8 | 10 | ..... |
| 6 | Eaton " | 8 | 10 | ..... |
| 7 | Greenland " | 8 | 10 | ..... |
| 8 | Bayard " | 8 | 10 | ..... |
| 9 | Pittsburg " | 8 | 10 | ..... |
| 10 | Clarksville " | 8 | 10 | ..... |
| 11 | Durbin " | 8 | 10 | ..... |
| 12 | Woodland " | 8 | 10 | ..... |
| 13 | Sampson " | 8 | 10 | ..... |
| 14 | Magnolia Grove " | 8 | 10 | ..... |
| 15 | St. Augustine " | 8 | 10 | ..... |
| 16 | Tocoi Junction " | 8 | 10 | ..... |
| 17 | Tocoi " | 8 | 10 | ..... |
| 18 | Hurds " | 8 | 10 | ..... |
| 19 | Middleton " | 8 | 10 | ..... |
| 20 | Armstrong " | 8 | 10 | ..... |
| 21 | Holy Branch " | 8 | 10 | ..... |
| 22 | Hastings " | 8 | 10 | ..... |
| 23 | Orange Mills " | 8 | 10 | ..... |
| 24 | Pattersonville " | 8 | 10 | ..... |
| 25 | Putnam " | 8 | 10 | ..... |
| 26 | East Palatka " | 8 | 10 | ..... |
| 27 | Palatka " | 7 1/2 | 10 | ..... |
| 28 | Howard Ridge " | 8 | 10 | ..... |
| 29 | San Mateo " | 8 | 10 | ..... |
| 30 | Oakside " | 8 | 10 | ..... |
| 31 | Yelvington " | 10 | 15 | ..... |
| 32 | Roy " | 10 | 15 | ..... |
| 33 | Dinner Island " | 10 | 15 | ..... |
| 34 | Neoga " | 10 | 15 | ..... |
| 35 | Espanola " | 10 | 15 | ..... |
| 36 | Dunnells " | 10 | 20 | ..... |
| 37 | Favorita " | 10 | 20 | ..... |
| 38 | Harwood " | 12 | 20 | ..... |
| 39 | Tomoka " | 12 | 20 | ..... |
| 40 | Ormond " | 12 | 20 | ..... |
| 41 | Holly Hill " | 12 | 20 | ..... |

Florida East Coast Railway—Continued.

| Station No. | AND | Vegetables, per Crate. | Oranges and Lemons, per Box. | Pineapples, per Box. |
|-------------|---------------------------|---------------------------|------------------------------------|-------------------------|
| 1 | Kingston Fla | 12 | 20 | ..... |
| 2 | Daytona " | 12 | 20 | ..... |
| 3 | Blake " | 12 | 20 | ..... |
| 4 | Port Orange " | 14 | 20 | ..... |
| 5 | Savage " | 14 | 20 | ..... |
| 6 | Spruce Creek " | 14 | 20 | ..... |
| 7 | Turnbull Bay " | 14 | 20 | ..... |
| 8 | New Smyrna " | 14 | 20 | ..... |
| 9 | Hawks Park " | 14 | 20 | ..... |
| 10 | Hucomer " | 14 | 20 | ..... |
| 11 | Oak Hill " | 14 | 20 | ..... |
| 12 | Lyrata " | 14 | 20 | ..... |
| 13 | East Aurentia " | 14 | 20 | ..... |
| 14 | Wiley Avenue " | 14 | 20 | ..... |
| 15 | East Mims " | 14 | 20 | ..... |
| 16 | Titusville " | 14 | 20 | 20 |
| 17 | Pritchards " | 16 | 25 | 221 $\frac{1}{2}$ |
| 18 | Hardeeville " | 16 | 25 | 221 $\frac{1}{2}$ |
| 19 | Faustina " | 16 | 25 | 221 $\frac{1}{2}$ |
| 20 | City Point " | 16 | 25 | 221 $\frac{1}{2}$ |
| 21 | Cocoa " | 16 | 25 | 221 $\frac{1}{2}$ |
| 22 | Rockledge " | 16 | 25 | 221 $\frac{1}{2}$ |
| 23 | Coquina " | 16 | 25 | 221 $\frac{1}{2}$ |
| 24 | Bonaventure " | 16 | 25 | 221 $\frac{1}{2}$ |
| 25 | Pineda " | 16 | 25 | 221 $\frac{1}{2}$ |
| 26 | Eau Gallie " | 16 | 25 | 221 $\frac{1}{2}$ |
| 27 | Sarno " | 16 | 25 | 221 $\frac{1}{2}$ |
| 28 | Melbourne " | 16 | 25 | 221 $\frac{1}{2}$ |
| 29 | Tillman " | 18 | 28 | 25 |
| 30 | Malabar " | 18 | 28 | 25 |
| 31 | Valkaria " | 18 | 28 | 25 |
| 32 | Grant " | 18 | 28 | 25 |
| 33 | Micco " | 20 | 28 | 25 |
| 34 | Roseland " | 20 | 28 | 25 |
| 35 | Sebastian " | 20 | 28 | 25 |
| 36 | Wabasso " | 22 | 28 | 25 |
| 37 | Woodley " | 22 | 28 | 25 |
| 38 | Gifford " | 22 | 28 | 25 |
| 39 | Vero " | 22 | 28 | 25 |
| 40 | St. Lucie " | 25 | 28 | 25 |
| 41 | Fort Pierce " | 25 | 28 | 25 |
| 42 | North Ankona " | 25 | 28 | 25 |
| 43 | Ankona " | 25 | 28 | 25 |
| 44 | Tibballis " | 25 | 28 | 25 |
| 45 | Eden " | 25 | 28 | 25 |
| 46 | Ruxton " | 25 | 28 | 25 |
| 47 | Chetola " | 25 | 28 | 25 |
| 48 | Jensen " | 25 | 28 | 25 |

Florida East Coast Railway—Continued.

| Station No. | AND | Vegetables, per Crate. | Oranges and Lemons, per Box. | Pineapples, per Crate. |
|---------------------------|--------------------------|---------------------------|------------------------------------|---------------------------|
| 1 | Rio San Lucie Fla | 25 | 28 | 25 |
| 2 | Stuart " | 25 | 28 | 25 |
| 3 | Potsdam " | 25 | 28 | 25 |
| 4 | Alicia " | 28 | 28 | 27½ |
| 5 | Gomez " | 28 | 30 | 27½ |
| 6 | Sugden " | 28 | 30 | 27½ |
| 7 | Hobe Sound " | 28 | 30 | 27½ |
| 8 | West Jupiter " | 30 | 30 | 27½ |
| 9 | Riviera " | 30 | 35 | 30 |
| 10 | West Palm Beach " | 30 | 35 | 30 |
| 11 | Lantana " | 30 | 36 | 32½ |
| 12 | Hypoluxo " | 30 | 36 | 32½ |
| 13 | Boynton " | 30 | 36 | 32½ |
| 14 | Linton " | 30 | 36 | 32½ |
| 15 | Boca Ratone " | 30 | 36 | 32½ |
| 16 | Hillsboro " | 30 | 36 | 32½ |
| 17 | Progresso " | 30 | 36 | 32½ |
| 18 | Fort Lauderdale " | 30 | 36 | 32½ |
| 19 | Modelo " | 30 | 37 | 35 |
| 20 | Halland " | 30 | 37 | 35 |
| 21 | Snake Creek " | 30 | 37 | 35 |
| 22 | Arch Creek " | 30 | 37 | 35 |
| 23 | Biscayne " | 30 | 37 | 35 |
| 24 | Lemon City " | 30 | 37 | 35 |
| 25 | Buena Vista " | 30 | 37 | 35 |
| 26 | Miami " | 30 | 37 | 35 |
| 27 | Orange City Fla | 14 | 15 | ..... |
| 28 | Twin Oaks " | 14 | 15 | ..... |
| 29 | Lake Helen " | 15 | 18 | ..... |
| 30 | Rogers " | 16 | 20 | ..... |
| 31 | Indian Springs " | 18 | 20 | ..... |
| 32 | Briggsville " | 18 | 20 | ..... |
| 33 | Glencoe " | 16 | 20 | ..... |
| LANDINGS ON INDIAN RIVER. | | | | |
| 34 | Hardeeville Fla | 16 | 25 | 22½ |
| 35 | Courtney " | 16 | 25 | 22½ |
| 36 | Fabers " | 16 | 25 | 22½ |
| 37 | Sharps " | 16 | 25 | 22½ |
| 38 | City Point " | 16 | 25 | 22½ |
| 39 | Sanders Bulkhead " | 16 | 25 | 22½ |
| 40 | Indianola " | 16 | 25 | 22½ |
| 41 | Merritts " | 16 | 25 | 22½ |
| 42 | Ives Wharf " | 16 | 25 | 22½ |
| 43 | Dixons Wharf " | 16 | 25 | 22½ |
| 44 | Hardees Wharf " | 16 | 25 | 22½ |
| 45 | Gingrass Wharf " | 16 | 25 | 22½ |
| 46 | Tropical Wharf " | 16 | 25 | 22½ |

Florida East Coast Railway—Continued.

| Station No. | AND | Vegetables, per Crate. | Oranges and Lemons, per Box. | Pineapples, per Crate. |
|---|---------------------------------|---------------------------|------------------------------------|---------------------------|
| LANDINGS ON INDIAN RIVER. (Continued.) | | | | |
| 1 | Lees Wharf Fla | 16 | 25 | 22½ |
| 2 | Williams Wharf " | 16 | 25 | 22½ |
| 3 | Mays Wharf " | 16 | 25 | 22½ |
| 4 | Garveys Wharf " | 16 | 25 | 22½ |
| 5 | Paxtons Wharf " | 16 | 25 | 22½ |
| 6 | Magruder " | 16 | 25 | 22½ |
| 7 | Georgiana " | 16 | 25 | 22½ |
| 8 | Mims Landing " | 16 | 25 | 22½ |
| 9 | Brantley " | 16 | 25 | 22½ |
| 10 | Little Rock " | 16 | 25 | 22½ |
| 11 | Banyan " | 16 | 25 | 22½ |
| 12 | Tropic " | 16 | 25 | 22½ |
| 13 | East Melbourne " | 16 | 25 | 22½ |
| 14 | Melbourne Beach " | 16 | 25 | 22½ |
| 15 | Aspinwall " | 16 | 25 | 22½ |
| 16 | Waveland " | 25 | 25 | 25 |
| 17 | Averill " | 18 | 35 | 25 |
| 18 | Bay View " | 18 | 35 | 25 |
| 19 | Oak Lodge " | 18 | 35 | 25 |
| LANDINGS ON BANANA RIVER. | | | | |
| 20 | Atlantic Fla | 25 | 35 | 30 |
| 21 | Oceanus " | 25 | 35 | 30 |
| 22 | Horti " | 25 | 35 | 30 |
| 23 | Artesia " | 25 | 35 | 30 |
| 24 | Canaveral " | 25 | 35 | 30 |
| 25 | Nathan " | 25 | 35 | 30 |
| LANDINGS ON FLORIDA KEYS AND BISCAYNE BAY. | | | | |
| 26 | Key West Fla | 35 | 37 | 37½ |
| 27 | Cocoanut Grove " | 35 | 37 | 37½ |
| 28 | Elliott Key " | 35 | 37 | 37½ |
| 29 | Key Largo " | 35 | 37 | 37½ |
| 30 | Umbrella Key " | 35 | 37 | 37½ |
| 31 | Plantation Key " | 35 | 37 | 37½ |
| 32 | Old Rhoads Key " | 35 | 37 | 37½ |
| 33 | Angel Fish Key " | 35 | 37 | 37½ |
| 34 | Indian Key " | 35 | 37 | 37½ |
| 35 | Upper Matecumbe Key " | 35 | 37 | 37½ |
| 36 | Lower Matecumbe Key " | 35 | 37 | 37½ |
| 37 | Broad Creek Key " | 35 | 37 | 37½ |

Jacksonville, Tampa & Key West Ry.

| Station No. | FROM | Vegetables, per Crate. | Oranges and Lemons, per Box. |
|-------------|-----------------------------------|---------------------------|------------------------------------|
| 1 | Edgewood Fla | 7 1/2 | 10 |
| 2 | Yukon " | 7 1/2 | 10 |
| 3 | Reeds " | 7 1/2 | 10 |
| 4 | Orange Park " | 7 1/2 | 10 |
| 5 | Peoria " | 7 1/2 | 10 |
| 6 | Hillsford " | 7 1/2 | 10 |
| 7 | Fleming " | 7 1/2 | 10 |
| 8 | Magnolia Springs " | 7 1/2 | 10 |
| 9 | Green Cove Springs " | 7 1/2 | 10 |
| 10 | Walkill " | 7 1/2 | 10 |
| 11 | West Toco " | 7 1/2 | 10 |
| 12 | Bostwick " | 7 1/2 | 10 |
| 13 | Teasdale " | 7 1/2 | 10 |
| 14 | Sauble " | 7 1/2 | 10 |
| 15 | Palatka " | 7 1/2 | 10 |
| 16 | Lundy " | 9 | 10 |
| 17 | Peniel " | 9 | 10 |
| 18 | Buffalo Bluff " | 10 | 10 |
| 19 | Hodges " | 10 | 10 |
| 20 | Satsuma " | 10 | 10 |
| 21 | Sisco " | 10 | 10 |
| 22 | Pomona " | 10 | 10 |
| 23 | Como " | 10 | 10 |
| 24 | Huntington " | 10 | 10 |
| 25 | Crescent City Landing " | 10 | 10 |
| 26 | Crescent City " | 10 | 10 |
| 27 | Denver " | 10 | 10 |
| 28 | Hammond " | 10 | 10 |
| 29 | Seville " | 10 | 10 |
| 30 | Bakersburg " | 10 | 10 |
| 31 | Pierson " | 10 | 10 |
| 32 | Eldridge " | 10 | 10 |
| 33 | Barberville " | 10 | 10 |
| 34 | Huttons Mill " | 10 | 10 |
| 35 | DeLeon Springs " | 10 | 10 |
| 36 | Norris Siding " | 10 | 10 |
| 37 | Bonds Mill " | 10 | 10 |
| 38 | Glenwood " | 10 | 10 |
| 39 | Highland Park " | 10 | 10 |
| 40 | DeLand Junction " | 10 | 10 |

Jacksonville, Tampa & Key West Ry.—Cont.

| Station No. | FROM | Vegetables, per Crate. | Oranges and Lemons, per Box. |
|-------------|----------------------------------|---------------------------|------------------------------------|
| 1 | West DeLand Fla | 12 | 12 |
| 2 | DeLand " | 12 | 12 |
| 3 | Beresford Fla | 10 | 10 |
| 4 | Fatio " | 10 | 10 |
| 5 | Orange City Junction " | 10 | 12 |
| 6 | Enterprise Junction " | 10 | 12 |
| 7 | Monroe " | 10 | 10 |
| 8 | Sanford " | 10 | 10 |
| 9 | Enterprise " | 10 | 10 |
| 10 | Garfield " | 13 | 15 |
| 11 | Osteen " | 13 | 15 |
| 12 | Cow Creek " | 13 | 20 |
| 13 | Maytown " | 14 | 20 |
| 14 | Aurantia " | 14 | 20 |
| 15 | Mims " | 14 | 20 |
| 16 | La Grange " | 14 | 20 |
| 17 | Titusville " | 14 | 20 |
| 18 | New Upsala " | 13 | 14 |
| 19 | Twin Lakes " | 13 | 16 |
| 20 | Paola " | 13 | 16 |
| 21 | Markham " | 13 | 18 |
| 22 | Tufts " | 13 | 18 |
| 23 | Ethel " | 13 | 18 |
| 24 | Waylands " | 14 | 18 |
| 25 | Cassia " | 14 | 18 |
| 26 | Vaughns Mill " | 14 | 18 |
| 27 | Sorrento " | 14 | 18 |
| 28 | Mt. Dora . . . . . " | ..... | 18 |
| 29 | Tavares " | 12 | 18 |
| 30 | Willford " | 7½ | ..... |

Barrels or barrel crates double the crate or box rate.

Florida Midland Railway.

| Station No. | FROM | Vegetables, per Crat. | Oranges and Lemons, per Box. |
|-------------|---------------------------|--------------------------|------------------------------------|
| 1 | Altamonte Fla | 18 | 18 |
| 2 | Clarcona " | 18 | 18 |
| 3 | East Apopka " | 18 | 18 |
| 4 | Englewood " | 19 | 18 |
| 5 | Fitzville " | 18 | 18 |
| 6 | Gotha " | 19 | 18 |
| 7 | Harperville " | 19 | 18 |
| 8 | Joiners " | 18 | 18 |
| 9 | Kissimmee " | 13 | 18 |
| 10 | Lake Brantley " | 18 | 18 |
| 11 | Longwood " | 13 | 18 |
| 12 | Minorville " | 18 | 18 |
| 13 | McLanes " | 19 | 18 |
| 14 | Ocoee " | 18 | 18 |
| 15 | Palm Springs " | 18 | 18 |
| 16 | Shingle Creek " | 18 | 18 |
| 17 | Starbirds " | 18 | 18 |
| 18 | Villa Nova " | 18 | 18 |
| 19 | Waco " | 19 | 18 |
| 20 | Windermere " | 19 | 18 |

Atlantic, Suwannee River & Gulf Railroad.

| | | | |
|----|------------------------------|---|----|
| 21 | Alachua Fla | 9 | 13 |
| 22 | Atlantic " | 9 | 13 |
| 23 | Gracey Junction " | 9 | 13 |
| 24 | LaCrosse " | 9 | 13 |
| 25 | Pine Island " | 9 | 13 |
| 26 | Sampson Junction " | 9 | 13 |
| 27 | Wainright " | 9 | 13 |
| 28 | Ward City " | 9 | 13 |

Gainesville & Gulf Railroad.

| | | | |
|----|--------------------------------|----|----|
| 29 | Cannons Crossing Fla | 10 | 13 |
| 30 | Flewellens " | 10 | 13 |
| 31 | Hickmann " | 10 | 13 |
| 32 | Irwin " | 10 | 14 |

Gainesville & Gulf Railroad—Continued.

| Station No. | FROM | Vegetables, per Crate. | Oranges and Lemons, per Box. |
|-------------|-------------------------------|---------------------------|------------------------------------|
| 1 | Kirkwood Fla | 10 | 13 |
| 2 | Lake Simonton " | 10 | 13 |
| 3 | Micanopy " | 10 | 13 |
| 4 | Dungarven " | 10 | 14 |
| 5 | Rocky Point " | 10 | 13 |
| 6 | South Side " | 10 | 14 |
| 7 | Tacoma " | 10 | 13 |
| 8 | Taylor's Crossing " | 10 | 13 |
| 9 | Tuscaawilla " | 10 | 13 |
| 10 | Wacahootie " | 10 | 13 |

Landings on Lake Griffin.

| | | | |
|----|------------------------|----|----|
| 11 | Adams Fla | 17 | 22 |
| 12 | Alsabrooks " | 17 | 22 |
| 13 | Cannon " | 17 | 22 |
| 14 | Dolives " | 17 | 22 |
| 15 | Emeralda " | 17 | 22 |
| 16 | Mathews " | 17 | 22 |
| 17 | Millers " | 17 | 22 |
| 18 | Piceola " | 17 | 22 |
| 19 | Slighs " | 17 | 22 |
| 20 | Starks " | 17 | 22 |
| 21 | Withers " | 17 | 22 |

Landings on Manatee River.

| | | | |
|----|---------------------------|----|----|
| 22 | Braidentown Fla | 25 | 25 |
| 23 | Ellenton " | 25 | 25 |
| 24 | Fogartyville " | 25 | 25 |
| 25 | Manatee " | 25 | 25 |
| 26 | Palma Sola " | 25 | 25 |
| 27 | Palmetto " | 25 | 25 |
| 28 | Terra Ceia " | 25 | 25 |

Carrabelle, Tallahassee & Georgia Railroad.

| Station No. | FROM | Vegetables, per Crate. | Oranges and Lemons, per Box. |
|-------------|-----------------------|---------------------------|------------------------------------|
| 1 | Arran Fla | 20 | ..... |
| 2 | Ashmore " | 20 | ..... |
| 3 | Carrabelle " | 21 | ..... |
| 4 | Curtis Mill " | 21 | ..... |
| 5 | Hilliardville " | 20 | ..... |
| 6 | Lanark " | 21 | ..... |
| 7 | MacIntyre " | 21 | ..... |
| 8 | Sopchoppy " | 21 | ..... |
| 9 | Spring Hill " | 20 | ..... |
| 10 | St. Teresa " | 21 | ..... |

Landings on Lakes Harris and Eustis.

| | | | |
|----|--------------------------|----|-------|
| 11 | Baileys Fla | 17 | 22 |
| 12 | Barclays " | 17 | 22 |
| 13 | Bloomfield " | 17 | 22 |
| 14 | Columbus " | 17 | 22 |
| 15 | Davis " | 17 | 22 |
| 16 | Doucts " | 17 | 22 |
| 17 | Drakes Point " | 17 | 22 |
| 18 | Dukesdale " | 17 | 22 |
| 19 | Elders " | 17 | 22 |
| 20 | Friths " | 17 | 22 |
| 21 | Goodwins " | 17 | 22 |
| 22 | Grover " | 17 | 22 |
| 23 | Halsteads " | 17 | 22 |
| 24 | Hooks " | 17 | 22 |
| 25 | Jackson & Tullis " | 17 | 22 |
| 26 | Johnson Point " | 17 | 22 |
| 27 | Joyners " | 17 | 22 |
| 28 | Nithsdale " | 17 | 22 |
| 29 | Oxmore " | 17 | 22 |
| 30 | Parkers Island " | 17 | 22 |
| 31 | Pratts " | 17 | 22 |
| 32 | Roselona " | 17 | 22 |
| 33 | Straders " | 17 | 22 |
| 34 | Sumner " | 17 | 22 |
| 35 | Sunnyside " | 12 | ..... |
| 36 | Whites " | 17 | 22 |
| 37 | Woodlea " | 17 | 22 |
| 38 | Yalaha " | 17 | 22 |

Landings on Ocklawaha River.

| Station No. | FROM. | Vegetables, per Crate. | Oranges and Lemons, per Box. |
|-------------|------------------------|---------------------------|------------------------------------|
| 1 | Connor Fla | 15 | 25 |
| 2 | Electra " | 15 | 25 |
| 3 | Eureka " | 15 | 25 |
| 4 | Gores Landing " | 15 | 25 |
| 5 | Grahamville " | 15 | 25 |
| 6 | Heather Island " | 15 | 25 |
| 7 | Meggs " | 15 | 25 |
| 8 | Moss Bluff " | 15 | 25 |
| 9 | Orange Creek " | 15 | 25 |
| 10 | Randalls " | 15 | 25 |

Landings on Lake Santa Fe.

| | | | |
|----|--------------------|----|----|
| 11 | Balmoral Fla | 13 | 18 |
| 12 | Hendricks " | 13 | 18 |
| 13 | Lutchaw " | 13 | 18 |
| 14 | Melrose " | 13 | 18 |

Landings on Lake Panasoffkee and Withla-
coochee River.

| | Vegetables, per Crate. | Oranges and Lemons, per Box. | Cabbage, per Bbl. or Bbl. Crate |
|----|---------------------------|------------------------------------|---------------------------------------|
| 15 | From Lake Points | 16 | 18 |
| 16 | From River Points | 18½ | 25 |
| | | | 30 |
| | | | 34½ |

Landings Charlotte Harbor.

| | Vegetables, Per Crate. |
|----|---------------------------|
| 17 | Fort Myers |
| 18 | Punta Rassa " |
| 19 | Sanibel " |
| 20 | St. James City " |

Rules of Practice in Cases and Proceedings Before the Commission.

Adopted February 24, 1898.

PUBLIC SESSIONS.

1. The general sessions of the Commission for the hearing of contested cases will be held at its office in Tallahassee, Florida, on such days and at such hours as the Commission may designate. Sessions for receiving, considering and acting upon complaints, petitions and other communications, and also for considering and acting upon any business of the Commission other than the hearing of contested cases, may be taken up and disposed of at any time that a quorum of the Commission may be present at its office aforesaid.

SPECIAL SESSIONS.

2. Special sessions may be held at other places when in the judgment of the Commission the public interests require it, and such regulations therefor as may be necessary will be made by the Commission.

PARTIES.

3. Where a complaint concerns anything done or omitted to be done by only a single carrier no other carrier need be made a party, but if it relates to joint tariffs, or matters in which two or more carriers doing business under a common control, management or arrangement for a continuous carriage or shipment, are interested, all the carriers constituting such line must be made parties. A complaint may embrace several carriers, or lines of carriers, operated separately, in the same proceeding, when the subject-matter of the complaint involves substantially the same alleged violation of the law or the rules and regulations of the Commission, by the several carriers or lines of railroads. Persons or carriers not parties may apply by petition, in any pending case or proceeding, for leave to intervene and to be heard upon the questions involved.

COMPLAINTS.

4. All complaints made to the Commission must be printed or written (or partly printed and partly written) and must plainly and distinctly set forth the grounds of complaint.

The complainant must furnish as many copies of the complaint or petition as there may be parties complained against to be served, and the Commission will cause a copy of the complaint or petition, with notice to satisfy or answer the same within a specified time, to be served, personally or by mail, in its discretion, upon each carrier or railroad complained against.

ANSWERS.

5. A carrier complained against must answer within ten days from the date of the notice above provided for, but the Commission may in a particular case require the answer to be filed within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. The original answer must be filed with the secretary of the Commission at its office in Tallahassee, and a copy of the same, at the time of filing, be furnished the secretary for the complainant. The answer must admit or deny the material allegations of the complaint or petition, and may set forth any additional facts claimed to be material to the issue. If a carrier complained against shall make satisfaction before answering, a written acknowledgment thereof, showing the character and extent of the satisfaction given, must be filed by the complainant, and in that case the fact and manner of satisfaction without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, such written acknowledgment must also be filed by the complainant and a supplemental answer setting forth the fact and manner of satisfaction must be filed by the carrier. The filing of an answer, however, will not be deemed an admission of the sufficiency of the complaint or petition, but a motion to dismiss for insufficiency may be made at the hearing.

SERVICE OF PAPERS.

6. Copies of notices or other papers must be served upon the adverse parties, personally or by mail; and when any party has appeared, by attorney, service upon such attorney shall be deemed proper service upon the party.

AMENDMENTS.

7. Upon application of any party, amendments to any complaint or petition or answer, in any proceeding or investigation may be allowed by the Commission in its discretion.

ADJOURNMENT AND EXTENSION OF TIME.

8. Adjournment and extension of time may be granted upon the application of any party in the discretion of the Commission.

STIPULATIONS.

9. Parties to cases and proceedings before the Commission may, by stipulation in writing filed with the secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded and used as evidence on the hearing. It is desirable that the facts be thus agreed upon whenever practicable.

HEARINGS.

10. Upon issue being joined the Commission will assign a time and place for hearing the case, which will be at its office in Tallahassee, unless otherwise ordered. Witnesses will be examined orally before the Commission and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant or petitioner must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the complaint or petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner.

In cases of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable and make such order thereon as the circumstances of the case may require.

WITNESSES AND SUBPOENAS.

11. Subpoenas requiring the attendance of witnesses will be issued by the Commission. Subpoenas for the production of books, papers or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses not parties to the proceedings, to produce such documentary evidence, the application must be sworn to, and must specify, as nearly as may be, the books, papers or documents desired and that the same are in possession of the witness or under his control; and also by facts stated in said application show that they contain evidence material to the issue. Application to compel a party to the proceedings to produce books, papers or documents, need only set forth in a

general way the books, papers, or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

PRINTING OF PLEADINGS.

12. For convenience in reading and filing, it is requested that petitions, answers, briefs and other papers of importance be printed or type-written whenever practicable, and that only one side of the paper be used.

PROPOSED FINDINGS.

13. Upon the final submission of the case, each party must prepare and submit for the consideration of the Commission, proposed findings, embracing the material facts and propositions of law claimed to be established by the evidence.

PRACTICE.

In all cases the Commission will be governed by the practice which obtains in the circuit courts of Florida, so far as the same may be applicable.

LOCAL FRUIT AND VEGETABLE TARIFF

OF THE

RAILROAD COMMISSION

STATE OF FLORIDA,

PUBLISHING RATES ON

FRUIT AND VEGETABLES

BETWEEN

LOCAL STATIONS

ON THE

RAILROADS IN THE STATE OF FLORIDA.

Local Mileage Rates on FRUIT AND VEGETABLES.

| Distance. | CLASS. | |
|-----------------------------------|------------|----|
| | Per Crate. | |
| | G | V |
| 10 Miles and under..... | 13 | 10 |
| 20 Miles and over 10 Miles..... | 13 | 10 |
| 30 Miles and over 20 Miles..... | 13 | 10 |
| 40 Miles and over 30 Miles..... | 13 | 10 |
| 50 Miles and over 40 Miles..... | 13 | 10 |
| 60 Miles and over 50 Miles..... | 15 | 10 |
| 70 Miles and over 60 Miles..... | 16 | 10 |
| 80 Miles and over 70 Miles..... | 16 | 10 |
| 90 Miles and over 80 Miles..... | 16 | 10 |
| 100 Miles and over 90 Miles..... | 16 | 10 |
| 110 Miles and over 100 Miles..... | 16 | 11 |
| 120 Miles and over 110 Miles..... | 16 | 11 |
| 130 Miles and over 120 Miles..... | 16 | 11 |
| 140 Miles and over 130 Miles..... | 16 | 11 |
| 150 Miles and over 140 Miles..... | 17 | 12 |
| 160 Miles and over 150 Miles..... | 17 | 12 |
| 170 Miles and over 160 Miles..... | 18 | 12 |
| 180 Miles and over 170 Miles..... | 18 | 12 |
| 190 Miles and over 180 Miles..... | 18 | 13 |
| 200 Miles and over 190 Miles..... | 18 | 13 |
| 210 Miles and over 200 Miles..... | 19 | 13 |
| 220 Miles and over 210 Miles..... | 19 | 13 |
| 230 Miles and over 220 Miles..... | 19 | 14 |
| 240 Miles and over 230 Miles..... | 20 | 14 |
| 250 Miles and over 240 Miles..... | 20 | 14 |

For distances exceeding 250 miles the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

Exceptions.—These rates do not apply to base points *as a basis for through rates*, or between points on Florida East Coast Railway.

CLASSIFICATION.

CLASS G—FRUIT.

Oranges, Lemons, Limes, Grape Fruit, Pine-apples.

In standard crates of 80 pounds.

Barrels or barrel crates double the crate rate.

Strawberries in crates of 50 pounds.

CLASS V—FRUIT.

Peaches, Pears and Guavas.

VEGETABLES.

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles.

In standard crates of 50 pounds.

Barrels or barrel crates double the crate rate.

Local Express Rates on Commodities

AS REVISED, ADOPTED AND ALLOWED.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

Local Mileage Scale Rates on Strawberries

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on strawberries will apply on all shipments between local points on any one of the railroads named below in the State of Florida:

| | |
|---|--------------------------------------|
| Carrabelle, Tallahassee and Ga. Railroad. | Jacksonville, Tampa and Key West Ry. |
| Florida Central and Peninsular Railroad. | Louisville and Nashville Railroad |
| Gainesville and Gulf Railway | Plant System |
| Georgia Southern and Florida Railroad. | Tavares and Gulf Railroad. |

| Over Miles | Not Over Miles | Per Crate | Over Miles | Not Over Miles | Per Crate |
|------------|----------------|-----------|------------|----------------|-----------|
| 1 | 10 | 25 | 160 | 170 | 55 |
| 10 | 20 | 25 | 170 | 180 | 55 |
| 20 | 30 | 25 | 180 | 190 | 55 |
| 30 | 40 | 30 | 190 | 200 | 55 |
| 40 | 50 | 30 | 200 | 210 | 55 |
| 50 | 60 | 30 | 210 | 220 | 55 |
| 60 | 70 | 30 | 220 | 230 | 55 |
| 70 | 80 | 35 | 230 | 240 | 60 |
| 80 | 90 | 35 | 240 | 250 | 60 |
| 90 | 100 | 35 | 250 | 275 | 60 |
| 100 | 110 | 40 | 275 | 300 | 60 |
| 110 | 120 | 40 | 300 | 325 | 60 |
| 120 | 130 | 40 | 325 | 350 | 65 |
| 130 | 140 | 50 | 350 | 375 | 65 |
| 140 | 150 | 50 | 375 | 400 | 70 |
| 150 | 160 | 55 | 400 | | 70 |

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

Note—The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two or more roads not under the same management or control, the same rules shall apply as on merchandise.

**Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.**

FOR SOUTHERN EXPRESS COMPANY.

Local Commodity Mileage Scale Rates

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on Fruit and Vegetables will apply on all shipments between local points on

FLORIDA EAST COAST RAILWAY.

| Over Miles | Not Over Miles | Per Package | | Over Miles | Not Over Miles | Per Package | |
|---------------|----------------------|---------------|---------------|---------------|----------------------|---------------|---------------|
| | | Tariff "A" | Tariff "B" | | | Tariff "A" | Tariff "B" |
| 1 | 10 | 25 | 25 | 160 | 170 | 40 | 30 |
| 10 | 20 | 25 | 25 | 170 | 180 | 40 | 30 |
| 20 | 30 | 25 | 25 | 180 | 190 | 40 | 30 |
| 30 | 40 | 30 | 25 | 190 | 200 | 40 | 35 |
| 40 | 50 | 30 | 25 | 200 | 210 | 45 | 35 |
| 50 | 60 | 30 | 25 | 210 | 220 | 45 | 35 |
| 60 | 70 | 35 | 25 | 220 | 230 | 45 | 40 |
| 70 | 80 | 35 | 25 | 230 | 240 | 45 | 40 |
| 80 | 90 | 35 | 25 | 240 | 250 | 45 | 40 |
| 90 | 100 | 35 | 25 | 250 | 275 | 50 | 45 |
| 100 | 110 | 35 | 25 | 275 | 300 | 55 | 50 |
| 110 | 120 | 35 | 25 | 300 | 325 | 60 | 50 |
| 120 | 130 | 35 | 25 | 325 | 350 | 60 | 55 |
| 130 | 140 | 35 | 25 | 350 | 375 | 60 | 55 |
| 140 | 150 | 40 | 30 | ... | ... | .. | .. |
| 150 | 160 | 40 | 30 | ... | ... | .. | .. |

Minimum charge on any single shipment, **25 cents.**

NOTE: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grape Fruit, Pineapples, in standard crates of 80 pounds. Barrels or barrel crates, double the crate rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Egg Plants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrels or barrel crates, double the crate rate.

**Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.**

FOR SOUTHERN EXPRESS COMPANY.

**Local Commodity Mileage Scale Rates
SOLELY WITHIN THE STATE OF FLORIDA.**

Effective March 1st, 1899, the following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads named below in the State of Florida:

| | |
|---|-------------------------------------|
| Carrabelle, Tallahassee and Ga. Railroad. | Jacksonville, Tampa and Key West Ry |
| Florida Central and Peninsular Railroad. | Louisville and Nashville Railroad. |
| Gainesville and Gulf Railroad. | Plant System. |
| Georgia Southern and Florida Railroad. | Tavares and Gulf Railroad. |

| Over Miles | Not Over Miles | Per Package | | Over Miles | Not Over Miles | Per Package | |
|---------------|----------------------|---------------|---------------|---------------|----------------------|---------------|---------------|
| | | Tariff "A" | Tariff "B" | | | Tariff "A" | Tariff "B" |
| 1 | 10 | 25 | 25 | 160 | 170 | 35 | 25 |
| 10 | 20 | 25 | 25 | 170 | 180 | 35 | 25 |
| 20 | 30 | 25 | 25 | 180 | 190 | 35 | 25 |
| 30 | 40 | 25 | 25 | 190 | 200 | 35 | 25 |
| 40 | 50 | 25 | 25 | 200 | 210 | 40 | 30 |
| 50 | 60 | 30 | 25 | 210 | 220 | 40 | 30 |
| 60 | 70 | 30 | 25 | 220 | 230 | 40 | 30 |
| 70 | 80 | 30 | 25 | 230 | 240 | 40 | 30 |
| 80 | 90 | 30 | 25 | 240 | 250 | 40 | 30 |
| 90 | 100 | 30 | 25 | 250 | 275 | 45 | 35 |
| 100 | 110 | 30 | 25 | 275 | 300 | 45 | 35 |
| 110 | 120 | 30 | 25 | 300 | 325 | 45 | 40 |
| 120 | 130 | 30 | 25 | 325 | 350 | 50 | 40 |
| 130 | 140 | 30 | 25 | 350 | 375 | 50 | 40 |
| 140 | 150 | 35 | 25 | 375 | 400 | 50 | 40 |
| 150 | 160 | 35 | 25 | 400 | | 50 | 40 |

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

Shipments passing over two or more roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 10 per cent for the distance hauled over each road.

CLASSIFICATION.

TARIFF A.

FRUIT: Oranges, Lemons, Limes, Grape Fruit, Pineapples, in standard crates of 80 pounds. Barrels or barrel crates, double the crate rate.

TARIFF B.

FRUIT: Peaches, Pears and Guavas.

VEGETABLES: Beans, Beets, Cauliflowers, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrels or barrel crates, double the crate rate.

*Southern Express Company.

STATEMENT OF EARNINGS OF THE SOUTHERN EXPRESS COMPANY ON BUSINESS DONE WITHIN THE STATE OF FLORIDA AND STATEMENT OF THE EXPENSES INCIDENTAL TO THE BUSINESS OF SAID COMPANY WITHIN THE SAID STATE, FOR THE YEAR ENDING SEPTEMBER 30, 1898.

| | | |
|--|--------------|-------------|
| Receipts | \$149,671 68 | |
| Expenses— | | |
| Transportation paid railroads..... | \$65,855 54 | |
| Transfer expenses | 888 65 | |
| General salaries | 3,041 23 | |
| Accounting department | 4,888 44 | |
| Stationery and supplies | 2,228 58 | |
| General expenses | 1,682 86 | |
| Superintendents' salaries and ex- penses | 4,191 00 | |
| Route agents' salaries and expenses. | 3,683 09 | |
| Messengers' salaries | 10,713 22 | |
| Agents' salaries and office expenses. | 41,741 60 | |
| Taxes | 2,744 83 | |
| Losses and damages..... | 588 86 | 142,247 90 |
| Gain | | \$ 7,423 78 |

* This company operates on 2,533 miles in Florida.

Financial Statement—Funded Debt.

| Railroads. | Capital Stock. | Funded Debt. | Total. | Miles Covered by Figures. | Amount Per Mile of Line. |
|--|-------------------------------|---------------|---------------|---------------------------|--------------------------|
| Atlantic, Suwannee River & Gulf..... | 250,000 00 | \$200,000 00 | \$450,000 00 | 25 | \$18,000 00 |
| Atlantic, Valdosta & Western | | | | | |
| Carrabelle, Tallahassee & Georgia..... | 1,000,000 00 | 500,000 00 | 1,500,000 00 | 50 | 30,000 00 |
| Florida Central & Peninsular..... | 24,500,000 00 | 6,211,583 23 | 30,711,583 23 | 698.88 | 43,944 00 |
| Florida East Coast | 1,000,000 00 | 6,200,000 00 | 7,200,000 00 | 412.17 | 17,468 52 |
| Florida Midland | | | | | |
| Florida Southern | 1,725,000 00 | 4,241,000 00 | 5,966,000 00 | 248.58 | 24,000 00 |
| Gainesville & Gulf | 215,200 00 | 36,000 00 | 251,000 00 | 27.52 | 9,128 00 |
| Georgia Southern & Florida | 2,768,000 00 | 3,638,000 00 | 6,406,000 00 | 285 | 22,477 00 |
| Jacksonville & Atlantic | 100,000 00 | 50,000 00 | 150,000 00 | 16.25 | 923 10 |
| Jacksonville, Tampa & Key West..... | 3,000,000 00 | 4,008,000 00 | 7,018,000 00 | 200.99 | 34,917 00 |
| Live Oak & Gulf | | | | | |
| Pensacola R. R..... | 300,000 00 | 580,000 00 | 880,000 00 | 44.40 | 19,819 00 |
| Pensacola & Atlantic | | 2,753,000 00 | 2,753,000 00 | 160.14 | 17,191 20 |
| Pensacola, Alabama & Tennessee | | | | | |
| Pensacola & Perdido | | | | | |
| St. Augustine & South Beach | | | | | |
| St. Johns & Lake Eustis | | | | | |
| Sanford & St. Petersburg..... | 600,000 00 | 775,000 00 | 1,375,000 00 | 153.04 | 8,984 58 |
| Savannah, Florida & Western | 9,412,000 00 | 13,586,000 00 | 22,998,900 00 | 855.8 | 26,883 77 |
| Silver Springs, Ocala & Gulf..... | 1,500,000 00 | 1,112,000 00 | 2,612,000 00 | 75.08 | 34,789 87 |
| Tampa & Thonotosassa | No Stock or Bonds Yet Issued. | | | | |
| Tavares & Gulf | | | | | |
| Winston & Bone Valley | 30,000 00 | | 30,000 00 | 29.63 | 1,012 49 |
| Yellow River Railroad | 100,000 00 | 61,873 91 | 161,873 91 | 29.40 | 5,505 00 |

Financial Statement---Continued.

| RAILROAD. | Gross Earnings. | Operating Expenses. | Earnings from Operation. | Deficit. | Gross Earnings Per Mile. | Operating Expenses Per Mile. | Net Earnings Per Mile. | Per Cent of Operating Expenses to Gross Earnings. | Miles Covered by Figures. |
|-------------------------------------|-----------------|---------------------|--------------------------|-------------|--------------------------|------------------------------|------------------------|---|---------------------------|
| Atlantic, Suwannee River and Gulf | \$ 36,572 68 | \$ 29,043 72 | \$ 7,528 96 | | \$ 914 31 | \$ 726 09 | \$ 188 22 | 74.91 | 36.00 |
| Atlantic, Valdosta and Western | | | | \$ 9,102 29 | 846 27 | 1,028 32 | | 121.51 | 50.00 |
| Carrabelle, Tallahassee and Georgia | 42,313 98 | 51,416 27 | | | 2,566 08 | 1,612 41 | 953 67 | 62.84 | 698.82 |
| Florida Central and Peninsular | 1,793,332 65 | 1,126,848 72 | 666,483 93 | | 2,288 52 | 1,537 33 | 751 19 | 67.17 | 412.17 |
| Florida East Coast | 943,230 30 | 633,641 88 | 309,618 42 | | | 39 61 | | 1,395.00 | 44.00 |
| Florida Midland | 1,742 95 | 24,312 82 | | 22,569 87 | 1,371 58 | 1,394 04 | | 102.00 | 248.58 |
| Florida Southern | 340,948 51 | 346,531 62 | | 5,583 11 | 1,756 50 | 937 60 | 818 90 | 60.00 | 27 52 |
| Gainesville and Gulf | 48,338 79 | 25,802 46 | 22,536 33 | | 540 03 | 455 33 | 84 70 | 84.31 | 116.00 |
| Georgia Southern and Florida | 153,908 04 | 129,768 02 | 24,140 02 | | 1,083 70 | 974 66 | 109 04 | 87 66 | 16.25 |
| Jacksonville and Atlantic | 17,610 44 | 15,838 23 | 1,772 21 | | 1,595 68 | 1,437 49 | 158 19 | 88.29 | 200 99 |
| Jacksonville, Tampa and Key West | 320,715 79 | 288,920 31 | 31,795 48 | | | | | | |
| Live Oak and Gulf | | | | | 7,015 98 | 4,783 82 | 2,232 16 | 68 88 | 44.40 |
| Pensacola | 311,509 43 | 212,401 66 | 99,107 77 | | 2,675 37 | 1,974 47 | 700 90 | 73.80 | 160.14 |
| Pensacola, Alabama and Tennessee | | | | | | | | | |
| Pensacola and Atlantic | 428,434 07 | 316,192 34 | 112,241 73 | | | | | | |
| Pensacola and Perdido | | | | | | | | | |
| St. Augustine and South Beach | | | | 26,932 06 | 287 65 | 841 69 | | 293.00 | 48.61 |
| St. Johns and Lake Eustis | 13,982 54 | 40,914 60 | | 49,957 28 | 502 45 | 828 88 | | 165.00 | 153.04 |
| Sanford and St. Petersburg | 76,895 22 | 126,852 50 | | | 4,166 98 | 3,103 81 | 1,063 17 | 74.00 | 449.00 |
| Savannah, Florida and Western | 1,951,395 50 | 1,453,512 34 | 497,883 16 | | 2,947 96 | 1,396 94 | 1,551 02 | 47.00 | 75.08 |
| Silver Springs, Ocala and Gulf | 221,333 15 | 104,882 32 | 116,450 83 | | | 926 83 | | 176.00 | 13.23 |
| Tampa and Thonotosassa | 6,967 38 | 12,262 00 | | 5,294 62 | | | | | |
| Tavares and Gulf | | | | | 1,217 08 | 320 98 | 296 16 | 76.00 | 29.63 |
| Winston and Bone Valley | 36,062 00 | 27,288 49 | 8,773 51 | | 378 66 | 283 48 | 95 16 | 75.00 | 29.40 |
| Yellow River Railroad | 11,132 82 | 8,334 72 | 2,798 10 | | | | | | |
| | \$ 6,756,456 24 | \$ 4,974,765 02 | \$ 1,901,130 45 | | | | | | 2,852.86 |

Average gross earnings per mile.....\$2,368 23
 Average operating expenses per mile.....1,743 78
 Average net earnings per mile.....668 37
 Percentage of operating expenses to gross earnings.....73 62

Miles of Railroad in Florida.

| Railroads. | Miles. |
|---|-----------------|
| Atlantic, Suwannee River and Gulf | 36.00 |
| Atlantic, Valdosta and Western | 19.00 |
| Carrabelle, Tallahassee and Georgia | 50.00 |
| Florida Central and Peninsular | 698.82 |
| Florida East Coast | 412.17 |
| Florida Midland | 44.00 |
| Florida Southern | 248.58 |
| Gainesville and Gulf | 27.52 |
| Georgia Southern and Florida | 116.00 |
| Jacksonville and Atlantic | 16.25 |
| Jacksonville, Tampa and Key West | 200.99 |
| Jacksonville, Mayport, Pablo Railway and Navigation Company | 16.27 |
| Live Oak and Gulf | 18.00 |
| Pensacola | 44.40 |
| Pensacola and Atlantic | 160.14 |
| Pensacola, Alabama and Tennessee | 15.30 |
| Pensacola and Perdido | 8.00 |
| St. Augustine and South Beach | 3.33 |
| St. Johns and Lake Eustis | 48.61 |
| Sanford and St. Petersburg | 153.04 |
| Savannah, Florida and Western | 449.00 |
| Silver Springs, Ocala and Gulf | 75.08 |
| Southwestern Railway of Florida | 33.50 |
| Tallahassee Southeastern | 20.00 |
| Tavares and Gulf | 34.50 |
| Tampa and Thonotosassa | 13.23 |
| Winston and Bone Valley | 29.63 |
| Yellow River Railroad of Florida | 29.40 |
| Total | 3,020.76 |

Expenses.

| | |
|---------------------------------------|------------|
| Printing | \$ 399 28 |
| Stationery | 123 97 |
| Railroad Fare | 173 30 |
| Clerical Assistance | 96 84 |
| Fuel, Lights and Ice | 47 90 |
| Express Account | 13 67 |
| Postage Account | 89 91 |
| Telegraph Account | 31 71 |
| General (including Janitor) | 254 29 |
| | <hr/> |
| | \$1,230 87 |
